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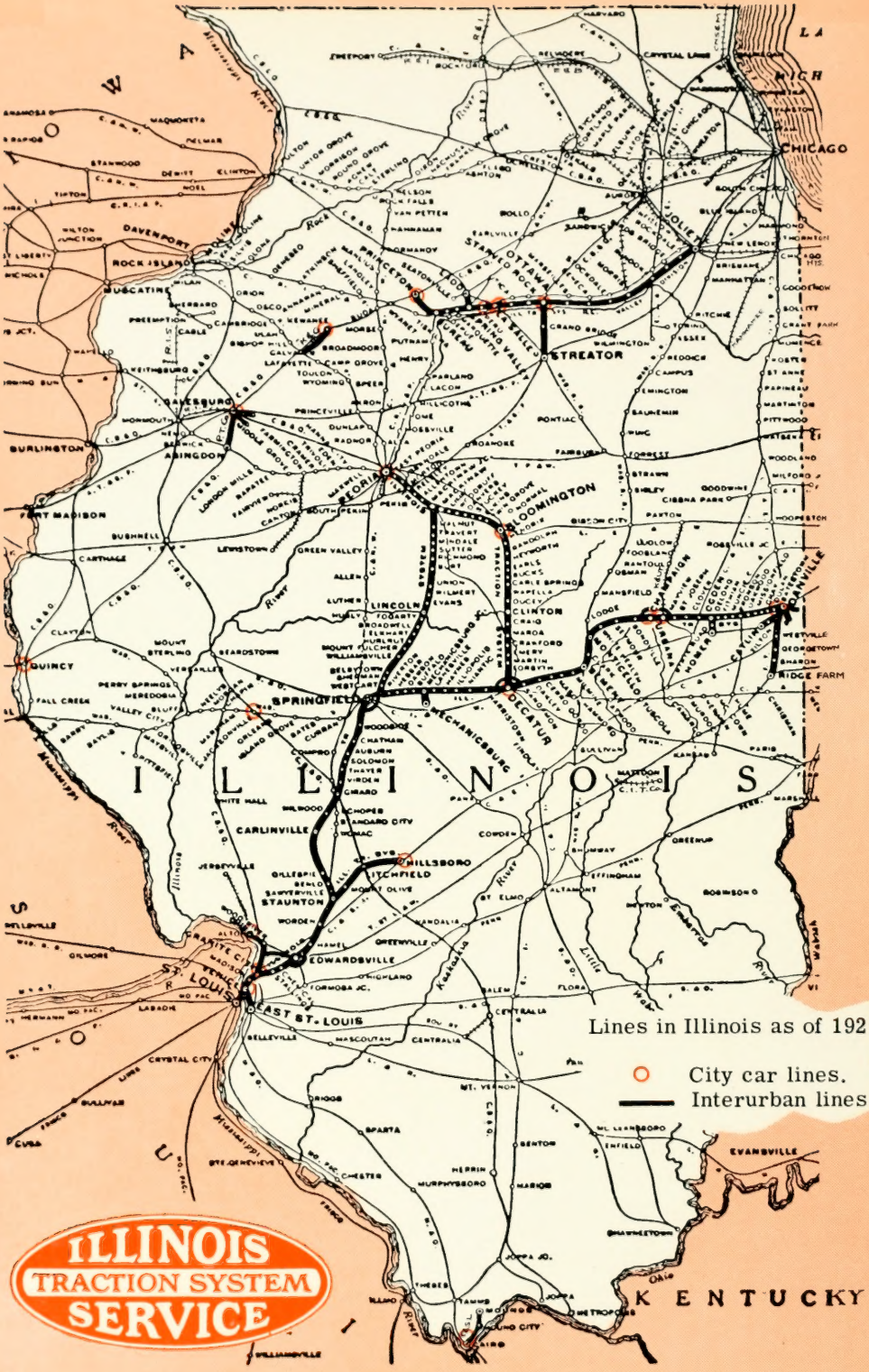
Bulletin 98 November 1954

Trolley Sparks

Published by
CENTRAL ELECTRIC RAILFANS' ASSOCIATION
CHICAGO, ILLINOIS



Illinois Traction System

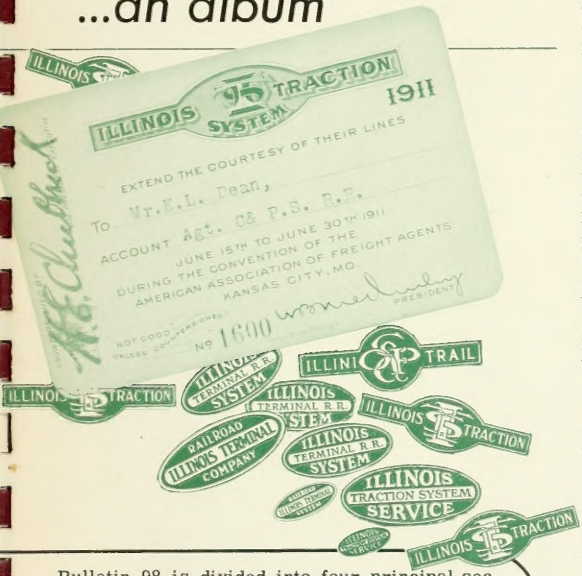

CHICAGO
DAVENPORT
ROCK ISLAND
MUSCATINE
BURLINGTON
KEOKUK
FORT MADISON
QUINCY
GALESBURG
ABINGDON
PEORIA
STREATOR
OTTAWA
JOLIET
PRINCETON
BLOOMINGTON
DANVILLE
SPRINGFIELD
DECATUR
MECHANICSBURG
LINCOLN
CLINTON
CARLINVILLE
HILLSBORO
LITCHFIELD
STAUNTON
EDWARDSVILLE
ST. LOUIS
EAST ST. LOUIS
CENTRALIA
MT. VERNON
EVANSVILLE
ILLINOIS
KENTUCKY
Lines in Illinois as of 1925
City car lines.
Interurban lines.
ILLINOIS
TRACTION SYSTEM
SERVICE

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Illinois Hist. Survey
PH-93



ILLINOIS TRACTION SYSTEM

...an album



Bulletin 98 is divided into four principal sections:

I. The Main Interurban System, covering the connected lines in central Illinois. Illinois Terminal Railroad Company of the present day is included in this section.
Beginning on page. 4

II. The Illinois Valley Lines, covering the connected lines in northern Illinois.
Beginning on page. 55

III. Other Railway Properties in Illinois, covering the independently operated city and interurban lines.
Beginning on page. 58

IV. Out-of-State Railway Properties, covering the lines in Iowa, Kansas, Missouri and Nebraska.
Beginning on page. 77

Credits appear on page 82 facing rear cover.

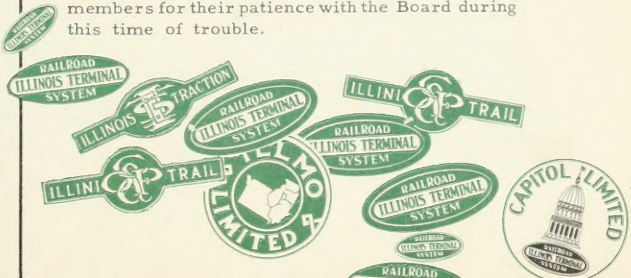
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Illinois Hist. Survey

Bulletin 98
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CENTRAL ELECTRIC RAILFANS' ASSOCIATION
P. O. Box 503 . . . . . Chicago 90, Illinois

Illinois Terminal, and its predecessor, Illinois Traction System, with its many related electric railway properties formed a complicated, but fascinating utility empire. Everything in the transit field from single-truck bobbing birneys to 70-car rumbling freights appears within its history. Its story has been told in part in many previous CERA bulletins, no less than 16 references to its components being cited in the most recent (1951) CERA index. In compiling this bulletin, an album of Illinois Terminal material, items which appeared in earlier CERA issues have in general been omitted and the space has been devoted to other information.

The year 1954 was a difficult one for CERA and its difficulties are necessarily reflected in the limited size and late delivery of Bulletin 98. Unprecedented rains flooded our storage just as Bulletin 97 was delivered and replacement of that issue pretty well wiped out CERA financial resources accumulated from previous years. Economies of an emergency nature were immediately placed in effect by the Board, including a necessary limitation in budget for the 1954 printing. The Board is nevertheless determined that, even should the size of this Bulletin need to be reduced, its quality should not.

Appreciation is therefore extended to the many who contributed material and photos to make this bulletin possible. Gratitude is extended to all members for their patience with the Board during this time of trouble.



The Main Interurban System

Danville Paxton & Northern R. R. Co.
Dec. 2, 1899
Danville-Westville
Opened 1901

DANVILLE URBANA & CHAMPAIGN RY.
Chartered Aug. 1902

Danville-Catlin
Westville-Georgetown
Champaign-St. Joseph
Opened 1902

St. Joseph-Danville
Opened 1903

ILLINOIS CENTRAL TRACTION CO.
Incorporated 1903
(Decatur-Springfield line)

Other railway properties
in Illinois, Iowa, Nebraska,
Missouri and Kansas.

Controlled by
ILLINOIS TRACTION COMPANY
Incorporated May 1904

Ogden - Homer
opened 1904

Georgetown - Ridge Farm
opened 1905

Decatur - Springfield
opened 1904

Other railway properties
in Illinois, Iowa, Nebraska,
Missouri and Kansas.

St. Louis & Springfield Ry.

Springfield - Carlinville
opened 1904

Carlinville - Staunton
opened 1905

St. Louis & Staunton Ry.

Staunton - Edwardsville
opened 1905

Edwardsville - Granite City
opened 1906

St. Louis & North Eastern Ry.

Staunton - Hillsboro
opened 1905

St. Louis Decatur & Champaign Ry.

Chicago Bloomington & Decatur Ry.

Decatur - Clinton
opened 1905

Clinton - Bloomington
opened July 4, 1906

Champaign-Decatur
Opened 1906-1907

Tri-City Traction Co.

City lines in
Granite City-Madison-Venice
opened 1909

BLOOMINGTON DECATUR & CHAMPAIGN RY.
Organized November 29, 1910.

ST. LOUIS SPRINGFIELD & PEORIA RY.
Incorporated Dec. 1, 1909

Decatur, Springfield,
Edwardsville and Granite City belt lines
opened for freight
service, 1906-1911.

Peoria Bloomington & Champaign Trac. Co.

Bloomington-Peoria
Opened Apr. 20, 1907

Merged to SL&P in 1911.

Peoria Lincoln & Springfield Trac. Co.

Lincoln-Mackinaw Jct.
Opened 1908

Merged to SL&P in 1911.

Springfield & North Eastern Tr. Co.

Springfield - Lincoln
opened 1908

Merged to SL&P in 1913.

Illinois Valley lines

Control transferred to
ILLINOIS TRACTION, INC.
Incorporated May 23, 1923
A subsidiary of Illinois Power & Light Corp., whose entire capital stock was owned by
Illinois Traction Company

Operated as
ILLINOIS TRACTION SYSTEM
Main Division

Illinois Valley lines



CHRONOLOGICAL SEQUENCE OF SERVICE CHANGES AFTER 1927:

Champaign-Urbana Belt Line opened for freight in 1927.
Abandoned passenger service Mechanicsburg-Mechanicsburg Jct. in 1929.
Abandoned passenger service Ogden-Homer in 1929.
Champaign Belt Line opened for passenger service in 1930.
New Peoria station opened in October 1930.
New Decatur station and Belt Line opened for passenger service May 24, 1931.
St. Louis Terminal, elevated portion, opened July 4, 1931.
St. Louis Terminal, subway station, opened October 1, 1932.
New Springfield station and Belt Line opened for passenger service, February 28, 1933.
Abandoned Granite City-E. St. Louis line in 1933.
Abandoned Georgetown-Ridge Farm and Litchfield-Hillsboro in 1933.
Abandoned Danville-Georgetown in 1936.
Granite City Belt Line opened for passenger service in 1936.
Urbana Belt Line opened for passenger service in 1937.
Edwardsville Belt Line opened for passenger service in 1937.
Abandoned Danville-Tilton line in 1937.
Abandoned Staunton-Litchfield on April 15, 1939.
Abandoned Peoria-E. Peoria in 1950.
Abandoned Danville-Watkins on April 26, 1952.
Abandoned Mackinaw Junction-Forsythe on February 21, 1953.
Abandoned Alton-Grafton in 1953.
Abandoned Granite City-Alton on March 7, 1953.
Abandoned passenger service Champaign-Watkins and Forsythe-Decatur on April 2, 1953.
Applied to Illinois Commerce Commission to discontinue all remaining passenger service, except St. Louis-Granite City, on June 14, 1954.

Madison County R. R. Co.
Inc. 1865
(Edwardsville-Hartford)

Wabash R. R.
Acqd. MCRR in 1877.

Illinois Terminal Company
Inc. July 8, 1895
Acquired Edwardsv.-Hartfd.
line from Wabash R. R.

(Extended line to Alton)

Alton Granite & St. Louis Trac. Co.

Leased to
E. St. Louis & Suburban Co.
Apr. 1906

ITS operated via AG&SL between
Granite City and E. St. Louis in
the period 1905 - 1910.

St. Louis & Alton Ry. Co.

St. Louis Electric Terminal Co.
(St. Louis-Granite City line)
Incorporated Mar. 8, 1906

St. Louis Electric Bridge Co.
(McKinley Bridge, St. Louis.)
Opened Nov. 10, 1910.

O'Fallon Freight Line
(A portion of the former Lebanon-O'Fallon interurban line
of the E. St. Louis & Suburban
which IT then operated by steam)

St. Louis Troy & Eastern R.R.Co.

Alton & Eastern Railroad
(A portion of the former Chicago,
Peoria & St. Louis Ry.)

St. Louis & Illinois Belt R. R.
Acqd. July 1, 1925
(LeClaire to Troy Jct.)

ILLINOIS POWER & LIGHT CORP.
May 17, 1923

STEAM DIVISION

Leased to
I. T. R. R. System
in 1930

ILLINOIS TERMINAL RAILROAD SYSTEM
1928

Illinois Power & Light Corp. (Controlling company)
Changed to Illinois-Iowa Power Co., May 1, 1937.

ILLINOIS TERMINAL RAILROAD COMPANY
Oct. 18, 1937

Illinois-Iowa Power Co. (Controlling company)
Changed to Illinois Power Co., Nov. 1, 1943.

Purchaser Railway Corp.
Inc. Sep. 21, 1945.
Purchased IPCo interest in railroad
properties of ITRRCo on Dec. 14, '45
retroactive to Dec. 1, '45.

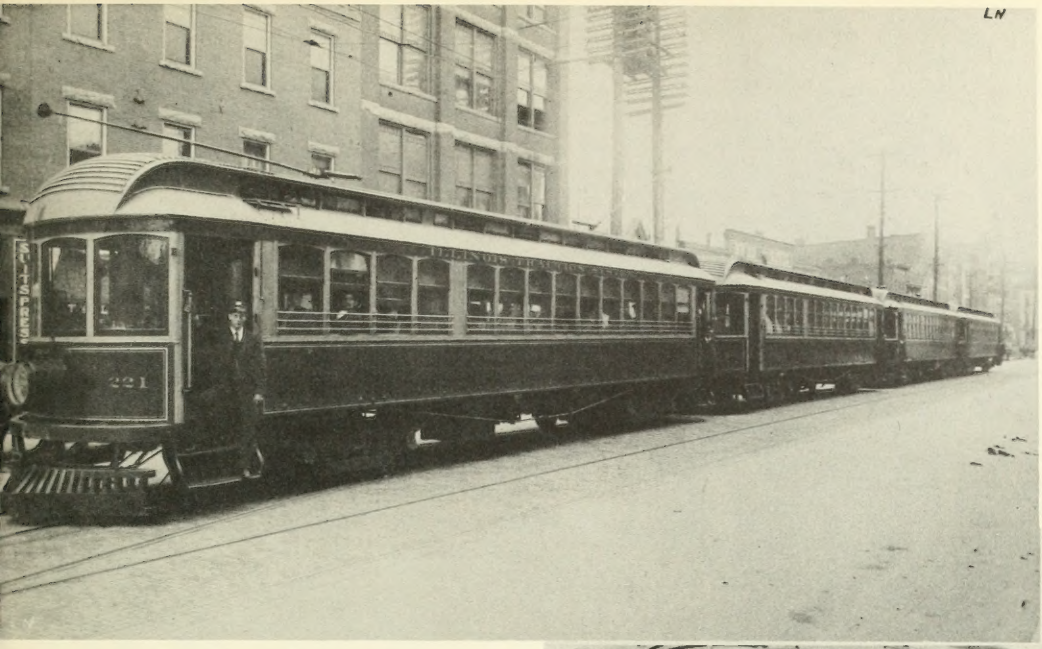
Liquidating Railway Corp.
Inc. Dec. 14, 1945
(A name change only.)

ILLINOIS TERMINAL RAILROAD COMPANY
Dec. 14, 1945
(A name change only.)



RAILROAD
ILLINOIS TERMINAL
COMPANY

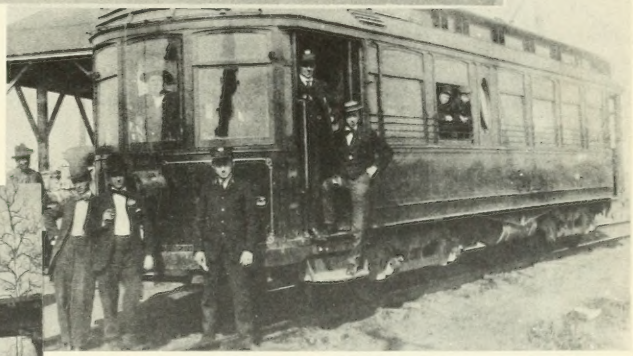
LN



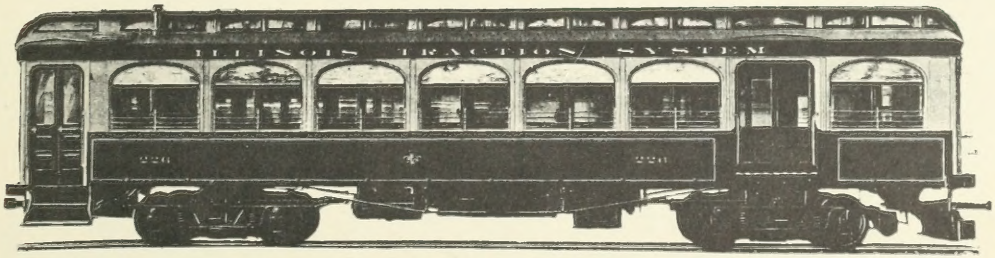


HH

Above, 221-class motors and trailers; right, 202 at Mechanicsburg Junction; below, 143 near Ridge Farm.







WC







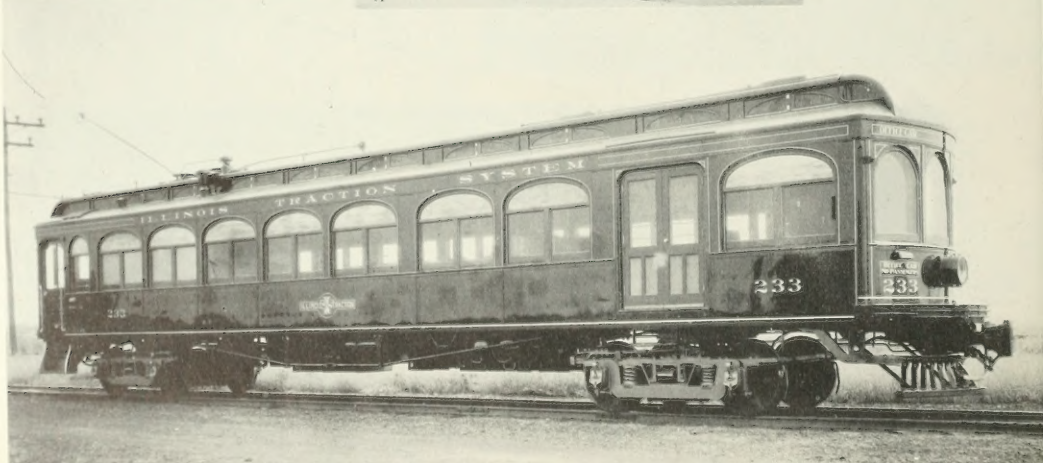


233

OFFICE CAR







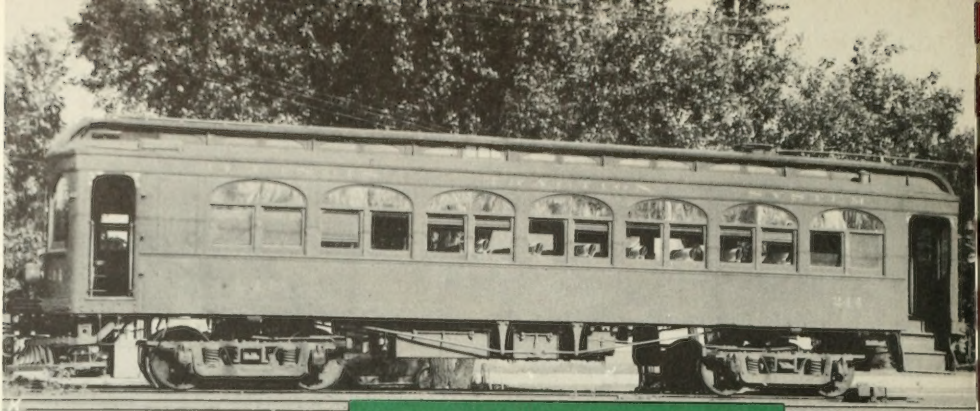




Starting its duty as private car "Champaign", this car progressed to "Sangamon" and then just plain 234. It saw duty both as a special party car and as an official business car, and today serves this latter function. Old-time trainmen assure us it was once a motor car, but no photo exists to prove it.



240 Class



















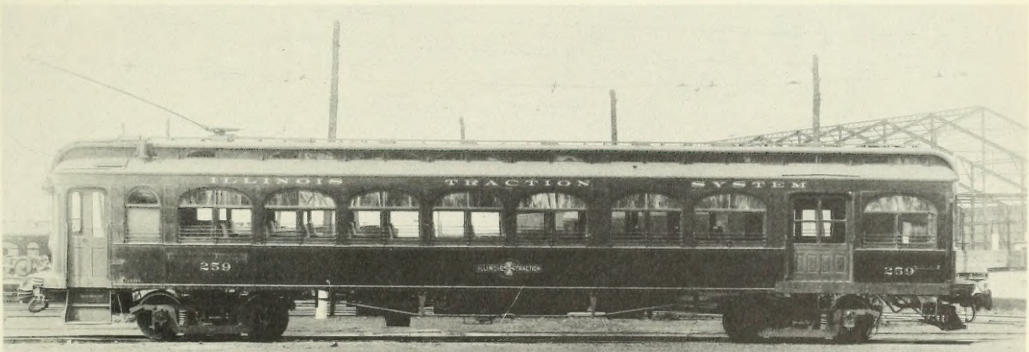






Master Mechanic Bosenbury's car architecture was taking shape when the 250's came along. Evidently renumbered, their design antedates the 240 class. 258 and 259 were rebuilt, as was 233, from three early limited cars, "Missouri", "Illinois" and "Indiana" operated under the name "Corn Belt Limited"









260 CLASS

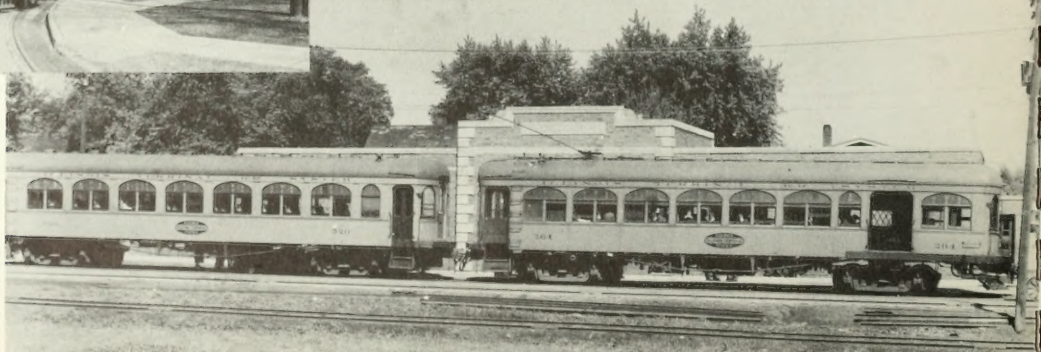
For many years six of these cars were the standard unit for Illinois Valley trains, while the other four worked Danville-Springfield trains.





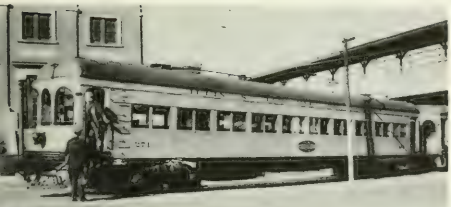


No railfan will ever forget the extremely short radius curve at Monticello on the line to Danville.





THE 270 and 271. Much has been written and said of these famous twins, which actually started life as a pair of longies for the Columbus, Delaware & Marion Railway.

























MAIN LINE CARS
273-285





THE 300-CLASS. Nine of these cars graced ITS rails. They were most unusual for their lack of similarity to the distinctive ITS styling in car design, altho pleasing enough on their own. Top: At Danville on Ridge Farm run. Center: At Litchfield, on Staunton run. Bottom: At Hillsboro Court House square.

Suburban & branch line cars:

900s at St. Louis
403 and 362 at Danville
Others are former Illinois Valley cars at Danville, Peoria and St. Louis.











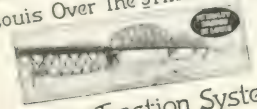
ILLINOIS TRACTION







Built For You
All Traction Trains Enter
St. Louis Over The 3 Million Dollar



Illinois Traction System
(McKINLEY LINES)





Eight double-end PCCs link Illinois Terminal to modern street railway practice. Used in one or two-car trains in St. Louis-Granite City local service, they are supplemented by 470-class, which were originally 70-class St. Louis-Belleville limiteds. Lower right is a former Illinois Valley Division car crossing viaduct approaching Danville terminal from Tilton. 72 is shown on Eads bridge coming into St. Louis from Belleville before IT acquired the car. Note similarity of this type to Pacific Electric's 600s.





















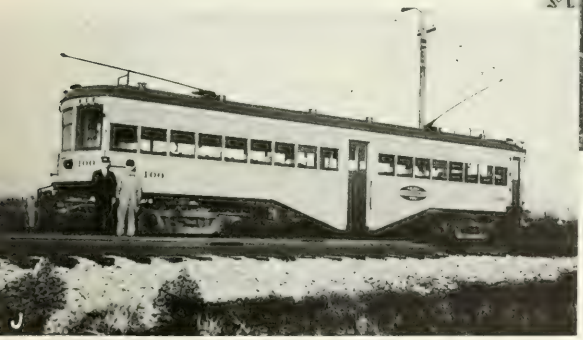


Early equipment of the Alton Granite & St. Louis Traction Company which was acquired by the E. St. Louis & Suburban but never by Illinois Terminal.



The "limited cars"---
built for Alton, Granite & St. Louis Traction Company as the 60-class, the 100-class were light on their feet and as peppy cars as IT had.
Train operation in two-car lengths was fairly common.



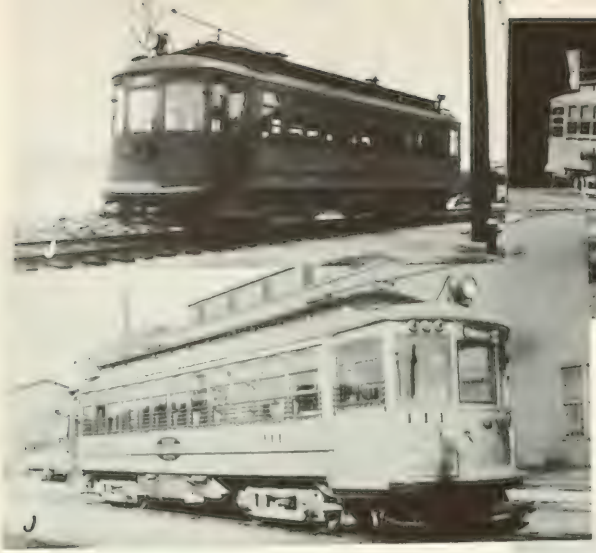


100 CLASS

ALTON - WOOD RIVER CAR



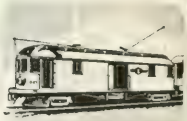






THE "LOCAL CARS" used on St. Louis-Alton runs. Car 140 above was used briefly on Staunton-Hillsboro run. Below, 122 is shown with low speed equipment in July 1932.



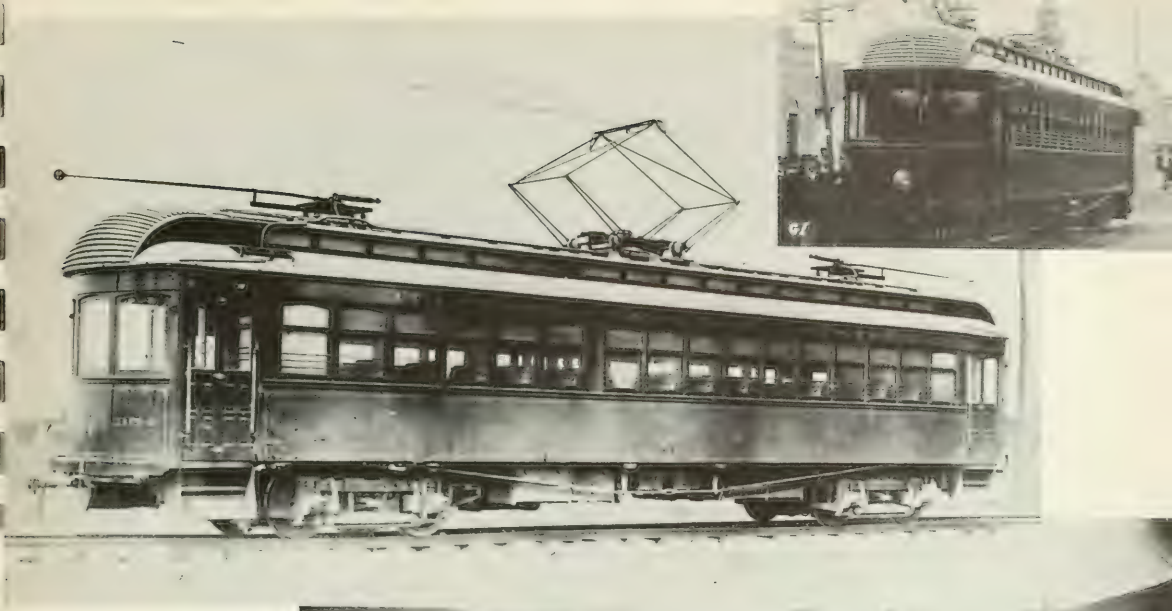


Below, at Ead's Bridge trolley station in 1931.





On Peoria-E. Peoria shuttle run which streamliners could not make due to curvature problem, 1949.



350-CLASS.....

These cars, as built for the original AC operated Peoria-Bloomington run, bore little resemblance to ITS style, which may have earned them the 300-series catch-all numbers. After the AC operation failed and was replaced by DC, the 350s were revamped to conform more nearly to ITS carbody standards.

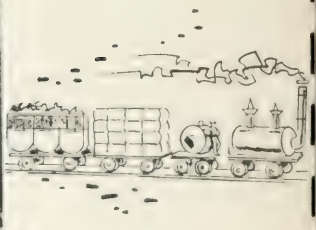




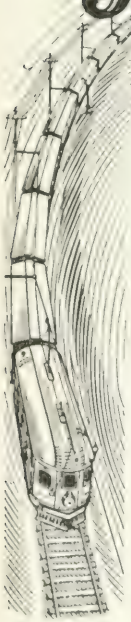




Left: The Fort Creve Coeur pauses to report at Mackinaw Junction.



Traction Service



Below: The Mound City out of East Peoria heads for St. Louis.









THE **OWL** NIGHTLY
SLEEPING CAR SERVICE
BETWEEN
ST. LOUIS-SPRINGFIELD-PEORIA

11:55 P.M.	Lv.	ST. LOUIS	Ar. 6:20 A.M.
3:55 A.M.	Lv.	SPRINGFIELD	Lv. 2:25 A.M.
6:15 A.M.	Ar.	PEORIA	Lv. 11:50 P.M.

SLEEPERS MAY BE OCCUPIED UNTIL 8:30 A.M.

Sleeper service, inaugurated 1907 with the Holland car (right and below) between Springfield and E. St. Louis, was later offered from St. Louis to Champaign, Springfield and Peoria. The final service, using bedroom cars (above) on the Peoria-St. Louis ended August 31, 1940.















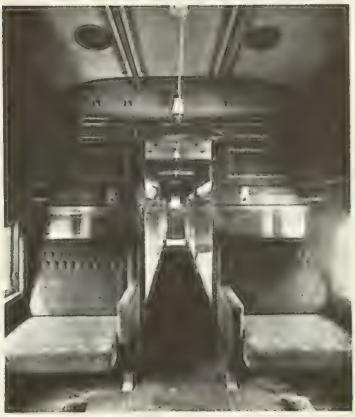


Sleeping Car Train

Extra Long Berths.
Bathrooms in Upper
and Lower Compartments

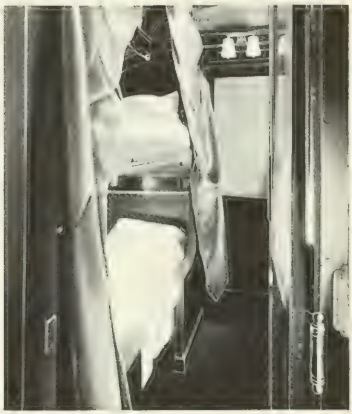














M

A "Sleep-tight" Ride via Traction -Sleeper-

(McKINLEY LINES)









J

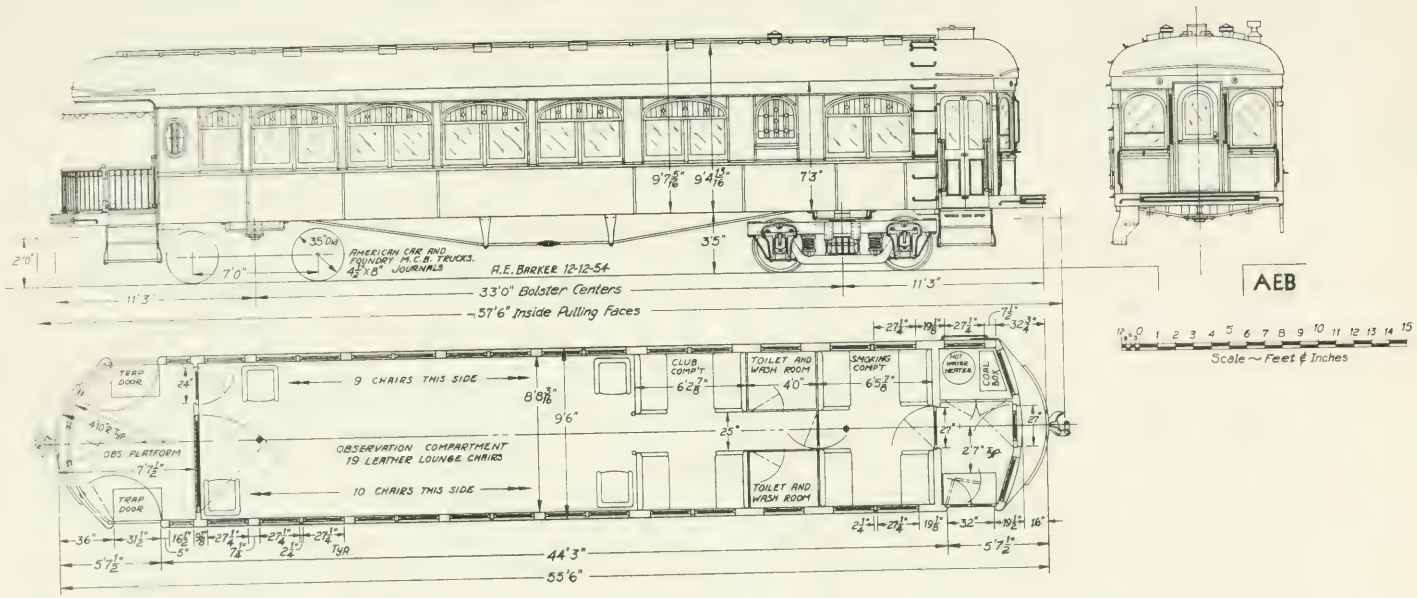


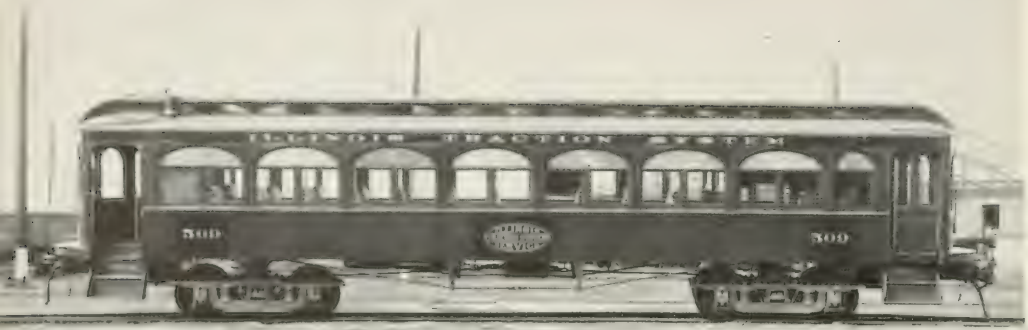


EASY PARLOR CHAIRS, LIBRARY OBSERVATION PLATFORM, MEALS A LA CARTE

Before the advent of streamliners, the 510-class provided deluxe, extra-fare, parlor car accommodations to traction passengers. Beginning life as graceful, arch-windowed open "obs", they received a thorough reconditioning, block-off job and air-conditioning during 1936.

Parlor Cars 510-514





TRAILERS - - - -
. . . some had two motors
in later years.



New York "El" cars lined up for service to Ordnance plant during World War II.



535, converted from a bedroom sleeper to coach.



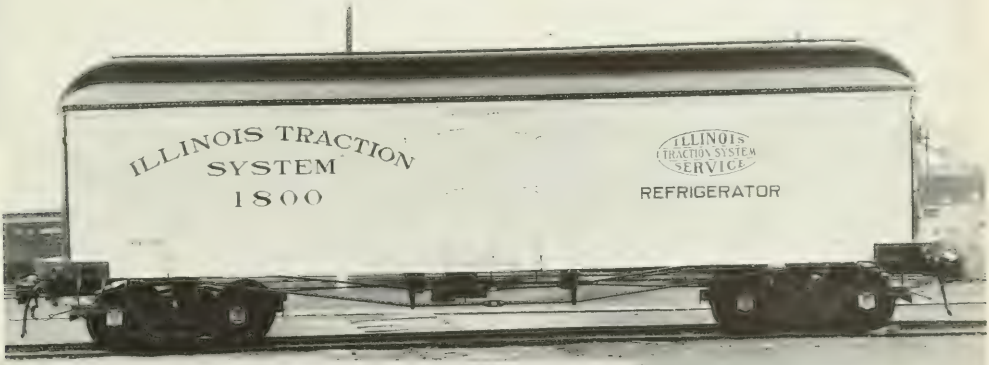
The checkered history of the 1200-class saw them rebuilt twice with varying lengths of baggage compartment. In recent years 1202 and 1203 were ignominiously stripped of their first number to become 202-203 when numbers of a new box car order conflicted.

The 1000's sometimes ran MU pulling freight trains on the Peoria - St. Louis line.

1063 was last box motor on system.

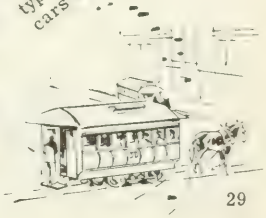






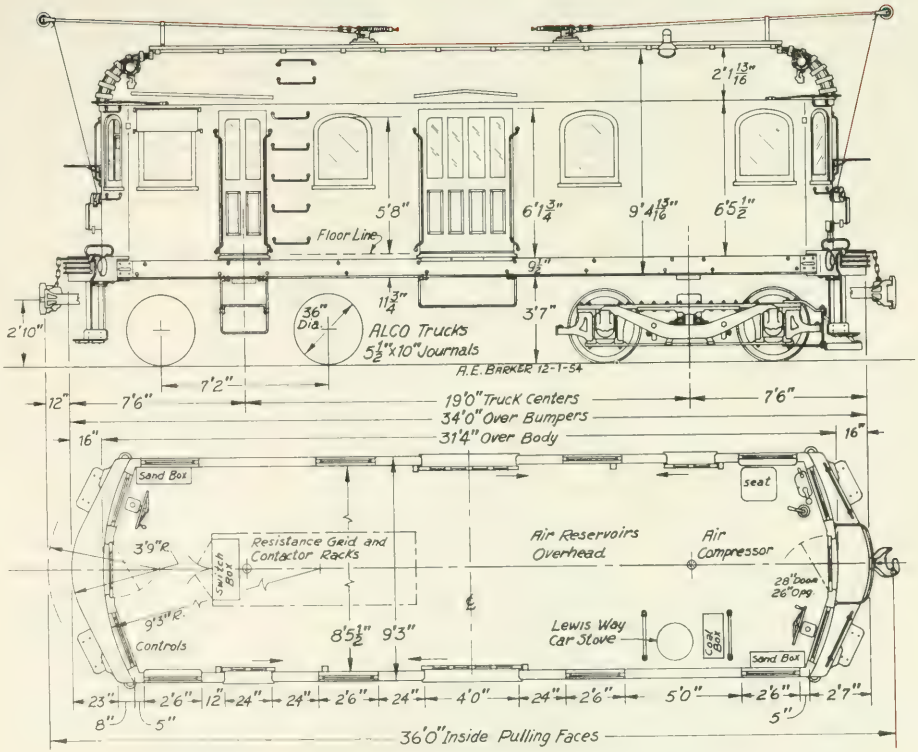


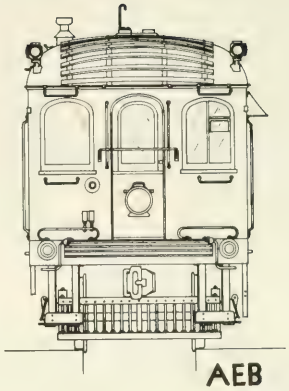
The IT roster included traction type refrigerator and express cars as well as standard box cars



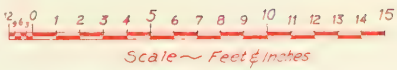

THE SMALLER
LOCOMOTIVES
Electric and
multiple-power..
ILLINOIS TRACTION
SYSTEM
1564
1578
1578

Class "B" Locomotives 1561-1578





AEB









ITS pioneered in the development of the four-truck articulated locomotives of types C (above) and D (lower half of page.



















STEAM DIVISION

Now 100% dieselized, Illinois Terminal's St. Louis-Edwardsville-Alton steam lines once had an interesting array of light steam power. No. 1 worked the Alton-Grafton run with 520 class trailers until replaced in the 1930s by rail buses, like #204.







ILLINOIS TRACTION SYSTEM

(McKINLEY LINES)

"The Road of Good Service"

TIME TABLES

Effective May 19, 1912

ON ALL DIVISIONS

Subject To Change Without Notice

ILLINOIS TRACTION SYSTEM

(McKINLEY LINES)

"The Road of Good Service"

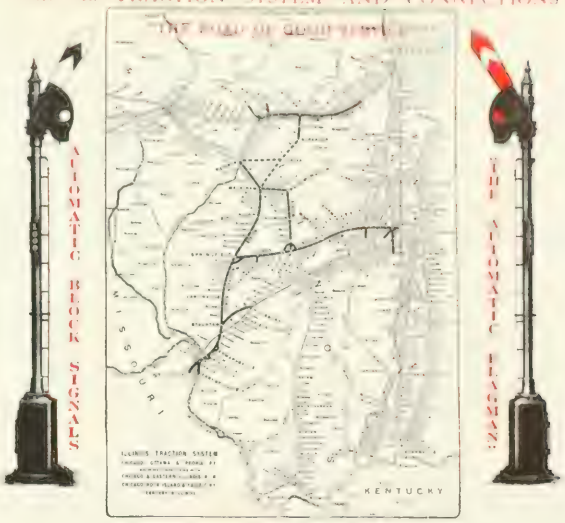
TIME TABLES

Effective May 19, 1912

ON ALL DIVISIONS

Subject To Change Without Notice

ILLINOIS TRACTION SYSTEM AND CONNECTIONS



"Travel Is Perfection Under I. T. Block Protection"

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			13	Mechanicsburg Jct.	III	11, 12	Sherman	"	5
			1, 2	Mine Siding	III	11	Staunton	"	1, 2, 4
			1	Monticello	"	10	Stallings	"	1, 3, 4
			8	Morton	"	5, 7	State Road	"	9
			1, 2, 3, 4	Nunne	"	8	St. Joseph	"	8
			4	Mt. Olive	"	4	[illegible]	"	1
			12	Nilwood	"	1	Thayer	III	1
			7	Niantic	"	12	Tilton	"	13
			4	Oakwood	"	8	Union	"	5
				Odin	"	10	[illegible]	"	5
		7	Illiopolis	"	12	Ogden	"	9	Virden	"	1
		14	Lanesville	"	12	Depot	"	7	Wapella	"	7
		6, 9	Lilly	"	6, 7	Peoria	"	5, 7	Westville	"	13
		10 12 13 14	Lincoln	"	4	Randolph	"	7	Weldwood	"	10
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OFFICIALS AND REPRESENTATIVES

General Officers

WILLIAM B. McKINLEY, President, Champaign, Ill.

H. E. CHUBBUCK, Vice-Pres. Executive, Peoria, Ill. — GEORGE M. MATTIS, Vice-Pres. and Treas., Champaign, Ill.

Transportation Department

[illegible] ... Springfield, Ill.

[illegible] ... Peoria, Ill.
[illegible] Maintenance of Way ... Decatur, Ill.
[illegible] gnal Engineer ... Springfield, Ill.

Traffic Department

W. H. Evans, Industrial Agent ... Lincoln, Ill.
J. L. McLean, Dairy Traffic Agent ... St. Louis, Mo.

H. B. Schenck, Trav. Freight and Pass. Agt. ... Peoria, Ill
J. B. Hughey, Supt. Parlor and Sleeping Cars ... Springfield, Ill.
S. J. Mohr, General Auditor ... Lincoln, Ill.
J. E. Hathaker, General Agent ... Decatur, Ill.

OFFICIALS AND REPRESENTATIVES — Continued

Legal Department

[illegible] ... Peoria, Ill

Department of Publicity

F. G. Buffe, Manager ... Peoria, Ill

Claim Department

S. W. Reynolds, General Claim Agent ... Springfield, Ill

Operating Engineering Dept.

[illegible]

Land Department

C. E. Anderson, Agent ... Champaign, Ill.

Auditing Department

B. E. Bramble, General Auditor ... Champaign, Ill.

Hospital Association

Da. H. M. Bascom, Chief Surgeon ... Peoria, Ill.

Purchasing Department

[illegible]

MISCELLANEOUS INFORMATION

BAGGAGE.

Baggage is carried to and from all stations on all local trains and on limiteds from terminal to terminal.

No baggage checked to or from East St. Louis.

A charge of 25c is made for each piece of baggage checked between [illegible]

STATION BUS SERVICE.

The following firms in St. Louis maintain a free bus service between the Illinois Traction System station, 12th street and Lucas Ave. and their stores: D. Nugent & Bros. Dry Goods Co., The Famous and The Grand Leader.

LOCAL TRAINS.

All Local Trains will stop on signal at highway crossings and other places designated by signs to receive and discharge passengers.

LIMITED TRAINS.

Limited Trains make station stops only as shown on time tables.

VENICE, MADISON AND GRANITE CITY STOPS.

All Passenger Trains will stop at 19th Street, Granite City; Third Street, Madison, and Venice Junction to receive and discharge passengers.

CASS AVE., ST. LOUIS.

All passenger Trains entering and leaving St. Louis will stop at St. Louis and Cass Ave. to receive and discharge passengers.

BRIDGE STATION, ST. LOUIS.

All trains inbound and outbound will stop at Bridge Station, corner Broadway and Salisbury Street, under McKinley Bridge approach to receive and discharge passengers. Broadway city cars stop in front of station.

SPECIAL CARS.

[illegible] ... ged at any time. Write

Traffic Department for rates and par[illegible]

RESTAURANTS.

Good restaurants charging reasonable prices are located in Illinois Traction stations as follows: Terminal station, St. Louis, corner 12th Street and Lucas Ave.; Bridge Station, Broadway and Salisbury Street, St. Louis; Staunton, Springfield, Peoria, Bloomington and Danville. Schedule time of all trains allows time for lunch at Springfield. Good lunch room and restaurant in station.

SUBURBAN SERVICE, ST. LOUIS

McKinley Bridge Cars for Granite City, Madison, Venice and Brooklyn leave station 12th Street and Lucas Ave. every 15 minutes. Five cent fare only.

SLEEPERS AND PARLOR CARS.

Between Springfield and St. Louis and Peoria and St. Louis. All sleepers open for occupancy at 9:00 P. M., Springfield [illegible] ... $1.00.

Lower berths, $1.50; uppers $1.25. Sleepers are attached to [illegible] ... lunation smoker and passenger cars making regular stop[illegible] Time tables.

Parlor cars are attached to trains between Danville, Decatur and Springfield, Peoria, Springfield and St. Louis. Parlor and Sleeping car reservations will be made on application to any Ticket Agent of the Illinois Traction System. Such reservations should be claimed at least (15) minutes before advertised departure of [illegible]

EAST ST. LOUIS.

Direct connections made at Granite City with cars of All[illegible] Granite & St. Louis Traction Co. Cars every twenty minutes [illegible] ... Sundays. Cars run from [illegible] ... to all Illinois Traction Sta[illegible]

WEEK END AND SUNDAY RATE

[illegible]

LOCATION OF PASSENGER STATIONS AT TERMINAL POINTS

St. Louis, Mo	12th Street and Lucas Ave.	Bloomington, Ill.	Cor. Madison and Jefferson Streets
St. Louis, Mo	Broadway and Salisbury Street	Champaign, Ill.	Cor. Walnut and Ma[illegible]
Peoria, Ill.	Cor. Adams Street and Hamilton Ave.	Danville, Ill.	170 East Main Street
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

RAILROAD CONNECTIONS

Allentown —

Auburn — Chicago and Alton, Chicago and [illegible] Missouri

Bloomington — [illegible] land, Cincinnati, Chicago and St [illegible]

Beslid — [illegible]

Bement — [illegible]

Bondsville — [illegible]

Buffalo — [illegible]

Bremen — [illegible] St. Louis

Broadwell — Chicago and Alton

Carlinville — Chicago and Alton

Catlin — [illegible]

Cerro Gordo — [illegible]

Champaign — Cleveland, Cincinnati, Chicago and [illegible] Wabash

Chatham —

Clinton —

Danville — Chicago, and Eastern Illinois; [illegible] land, Cincinnati, Chicago and St [illegible] bush

Dawson — [illegible] and St. Louis

Dow — [illegible]

Decatur — [illegible] bush

Edwardsville — Litchfield and Madison; Toledo, St. Louis and Western; Wabash, East St. Louis and Suburban

Emden —

Elkhart — Chicago and Alton

Fe[illegible] — [illegible] and St. Louis

Farmington — [illegible]

Georgetown — Cleveland, Cincinnati, Chicago and St. Louis

Gillespie — [illegible]

Gerlaw — [illegible] way.

Gerard — [illegible] St. Louis

Girard — Chicago, Burlington and Quincy; Chicago and Alton; Macoupin County

Hillsboro — [illegible] St. Louis

Harristown — Wabash.

Homer — Wabash.

Hoopeston — [illegible]

Janesville — [illegible]

Lully — [illegible] St. Louis

Lincoln — [illegible]

Litchfield — Chicago, Burlington and [illegible] Quincy; Chicago and Alton; Wabash.

Mackinaw — [illegible] go and St. Louis, Vandalia.

Marsa — [illegible]

Milmine — Wabash

Municel — [illegible]

Maywood — [illegible] and St. Louis

Morton — Atchison, Topeka and Santa Fe.

Muncie — Cleveland, Cincinnati, Chicago and St. Louis

Mt Olive — Illinois Cent — Litchfield and [illegible]

Madison — [illegible] and [illegible] rail, Litchfield and Madison, St. Louis Southwestern; Toledo, St. Louis and [illegible] Ameren

Ndwood — Chicago and Alton

S[illegible] — [illegible]

Omaha — [illegible]

Ogden — [illegible] and St. Louis

Oakwood — [illegible] and St. Louis

Ogust — [illegible]

PEORIA — [illegible] Illinois Central, Cincinnati, Chicago and St. Louis; Illinois Central, Lake Erie and Western, Minneapolis and St. Louis, Chicago [illegible]

Rolla Farm — [illegible] and Western

Riverview — [illegible]

Randolph — [illegible]

Sullivan — [illegible]

ST. LOUIS — [illegible] western; Chicago, Burlington and [illegible] Quincy; Chicago and Alton; Wabash and St. Louis; Chicago, Rock Island [illegible] Louis, Missouri, Kansas and Texas, [illegible] western; St. Louis Southwestern, Southern, Toledo, St. Louis and Western

Seymour — [illegible]

Springfield — [illegible] Peoria and St. Louis, Cincinnati, Hamilton [illegible]

Staunton — Litchfield and Madison, Wabash

St. Joseph — C., C. C. and St. L.

Thawe —

Ditto —

Tuscola — St. Louis; Wabash

Vaden — [illegible] Chicago and Alton

Xenia — [illegible] Toledo, St. Louis and Western, Wabash

Wapella —

Westville — Chicago and Eastern Illinois; Cleveland, Cincinnati, Chicago and St. Louis

Weckles — Wabash.

Williamsville — [illegible]

White Heath —

Worden — Litchfield and Madison, Wabash.

Condensed Through Limited Time Tables

All trains shown are Limited, unless otherwise designated. Consult Time Tables for all stations and trains on all Divisions.

Black face numbers denote P. M. trains.

PEORIA, BLOOMINGTON and SPRINGFIELD TO ST. LOUIS

Parlor Cars and Sleepers in Red

	AM	AM	AM	PM	AM	PM	PM	PM	PM	PM	PM
[illegible]	[illegible]	[illegible]	6 00	[illegible]	10 00	12 01	3 00	4 00	6 00	8 00	11 30
MACKINAW JUNCTION	[illegible]	[illegible]	[illegible]	[illegible]	10 45	12 45	3 45	4 45	6 45	8 45	[illegible]
BLOOMINGTON	[illegible]	[illegible]	[illegible]	[illegible]	11 00	1 00	4 00	5 00	7 00	9 00	[illegible]
MACKINAW JUNCTION	[illegible]	[illegible]	[illegible]	[illegible]	11 15	1 15	4 15	5 15	7 15	9 15	[illegible]
MACKINAW JUNCTION	[illegible]	[illegible]	7 00	8 45	10 45	12 45	3 45	4 45	6 45	8 45	[illegible]
LINCOLN	[illegible]	[illegible]	8 00	9 37	11 37	1 37	4 37	5 37	7 37	9 37	[illegible]
Stanford	[illegible]	[illegible]	8 15	10 45	12 45	2 45	4 45	5 45	7 45	9 45	[illegible]
SPRINGFIELD	[illegible]	[illegible]	9 00	[illegible]	1 00	3 00	5 00	6 00	8 00	10 00	[illegible]
CARLINVILLE	[illegible]	[illegible]	10 15	12 35	2 35	4 35	6 35	7 35	9 00	11 00	[illegible]
EDWARDSVILLE	[illegible]	[illegible]	11 45	1 52	3 52	5 52	7 52	8 52	10 17	[illegible]	[illegible]
ST. LOUIS	[illegible]	[illegible]	12 50	2 00	4 00	6 00	8 00	9 00	11 15	[illegible]	[illegible]

[illegible]

ST. LOUIS TO SPRINGFIELD, PEORIA and BLOOMINGTON

Northbound.	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
ST. LOUIS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	12 00	2 00	4 00	6 00	8 00	10 07	[illegible]
CARLINVILLE	[illegible]	[illegible]	[illegible]	1 20	3 20	5 20	7 20	9 30	11 35	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	12 45	3 45	5 45	8 45	11 00	[illegible]	[illegible]
SPRINGFIELD	Lv	6 50	8 35	10 55	12 55	3 55	6 55	7 00	9 00	11 15
LINCOLN	[illegible]	7 55	10 03	12 03	5 03	4 02	6 02	8 17	10 02	[illegible]
MACKINAW JUNCTION	Ar	9 00	11 00	1 00	3 00	5 00	7 00	9 10	10 58	[illegible]
MACKINAW JUNCTION	Lv	9 00	11 00	1 00	3 00	5 00	7 00	[illegible]	[illegible]	[illegible]
BLOOMINGTON	Ar	9 40	11 40	1 40	3 40	5 40	7 40	[illegible]	[illegible]	[illegible]
MACKINAW JUNCTION	Lv	9 00	11 30	1 00	3 00	5 00	7 00	9 10	11 00	[illegible]
PEORIA	Ar	9 45	11 45	1 45	3 45	5 45	7 45	9 50	11 45	[illegible]
	AM	AM	AM	PM	PM	PM	PM	AM	AM	AM

All trains at Springfield make [illegible] connections are paid.

Connections at Staunton for Mt. Olive, Litchfield [illegible]

PEORIA and BLOOMINGTON TO DECATUR

Southbound.	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
[illegible]	Lv	5 25	6 00	8 10	10 10	12 10	2 10	4 10	6 10	7 15	9 20	11 15
BLOOMINGTON	Ar	7 05	7 40	9 40	11 40	1 40	3 40	5 40	7 40	9 00	11 05	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 48	3 48	5 48	7 48	9 05	11 15	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2 22	4 22	6 22	8 38	10 02	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	10	40	11	1 25	3 25	5 25	7 25	9 45	11 05	11 15
DECATUR	Ar	8 00	8 40	10 40	12 01	2 00	4 00	6 00	8 00	9 30	[illegible]	[illegible]
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM	AM

DECATUR TO PEORIA and BLOOMINGTON

	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
CLINTON	[illegible]	[illegible]	10	18	48	1 03	3 03	5 03	7 03	8 32	10 10	[illegible]
BLOOMINGTON	[illegible]	[illegible]	5	10	50	1 55	3 55	5 55	7 55	9 25	11 05	[illegible]
[illegible]	[illegible]	[illegible]	10	09	12	01	2 00	4 00	6 00	8 00	9 30	[illegible]
PEORIA	[illegible]	[illegible]	6	55	11	55	1 30	3 30	5 30	7 30	9 30	11 05
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	AM

DANVILLE, CHAMPAIGN and DECATUR TO SPRINGFIELD and ST. LOUIS

Westbound.		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
DANVILLE	Lv	[illegible]	[illegible]	[illegible]	5 10	7 00	9 50	12 01	2 00	4 00	6 00	7 30	9 15	11 00
CHAMPAIGN	Ar	[illegible]	[illegible]	[illegible]	6 40	8 50	11 20	1 25	3 25	5 25	7 25	9 00	10 45	[illegible]
CHAMPAIGN	Lv	[illegible]	[illegible]	5 00	5 55	9 00	[illegible]	1 25	3 25	5 30	7 30	9 15	11 00	[illegible]
[illegible]	Ar	[illegible]	[illegible]	7 45	9 05	11 05	[illegible]	3 20	5 20	7 20	9 30	11 10	[illegible]	[illegible]
DECATUR	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 25	3 25	5 25	7 25	9 35	11 15	[illegible]
[illegible]	Ar	6 00	[illegible]	7 55	10 45	12 46	2 05	4 50	6 05	8 55	11 10	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3 05	5 05	7 15	[illegible]	[illegible]	[illegible]	[illegible]
ST. LOUIS	Ar	10	50	12	50	2	50	4	50	6	50	8	50	11	15	[illegible]	[illegible]	[illegible]
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

[illegible] Local St. Louis Service.

[illegible] ect at Decatur for Bloomington, Peoria and intermediate points

ST. LOUIS and SPRINGFIELD TO DECATUR, CHAMPAIGN and DANVILLE

		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
ST. LOUIS	Lv	[illegible]	[illegible]	12 45	11 45	[illegible]	[illegible]	1 00	3 00	5 00	6 00	7 00
[illegible]	Ar	[illegible]	[illegible]	[illegible]	[illegible]	6	15	10	17	12	48	2 45	4 45	6 45	8 45	11 00
[illegible]	Lv	[illegible]	[illegible]	5 00	6	10	9	00	12	17	2	17	4	17	6	10	9	10	11	15
[illegible]	Ar	[illegible]	[illegible]	6 10	8	00	10	22	12	27	2	27	4	27	6	40	8	40	10	50	[illegible]
[illegible]	Lv	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12	30	2	30	4	30	7	45	8	45	11	15	[illegible]
[illegible]	Ar	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12	45	2	25	4	25	6	45	9	05	11	30	[illegible]
CHAMPAIGN	Lv	5	10	[illegible]	[illegible]	[illegible]	[illegible]	1	58	3	05	5	05	8	18	10	45	1	00	[illegible]
	Ar	6	40	[illegible]	[illegible]	[illegible]	[illegible]	3	25	4	55	6	55	9	35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

[illegible]—Parlor Cars attached.

Connections at Ogden for Homer Branch, at Danville for Westville, Georgetown, Rolla Farm and Catlin, At Mechanicsburg [illegible]

All sleepers open for occupancy at 9:00 p. m.

SPRINGFIELD and ST. LOUIS — LIMITED TRAINS — LOCAL TRAINS

Table No. 1

707	77	75	71	77	69	67	65	63				1	3	5	7	9	11		13		15	
PM	M	PM	PM	M	PM	PM	PM	PM				AM	AM	AM	AM	AM	AM	PM	PM		PM	
7 15	5 05	3 05	1 05	[illegible]	[illegible]	3 05	5 00	[illegible]	Springfield	Lv	[illegible]	6 00	7 00	8 00	10 05	12 05	4 05	6 06	[illegible]	9 00	11 59	
7 39	[illegible]	3 28	1 28	[illegible]	[illegible]	3 28	5 23	[illegible]	Woodside		[illegible]	6 23	7 23	8 23	10 28	12 28	4 28	6 33	[illegible]	9 26	11 46	
7 46	5 36	3 35	1 35	[illegible]	[illegible]	3 35	5 30	7 00	Chatham		[illegible]	6 30	7 30	8 30	10 35	12 35	4 35	6 40	[illegible]	9 35	11 58	
7 58	5 48	3 46	1 46	[illegible]	[illegible]	3 45	5 42	7 12	Auburn		[illegible]	6 42	7 42	8 42	10 47	12 47	4 47	6 52	[illegible]	9 48	12 10	
8 08	5 58	3 56	1 56	[illegible]	[illegible]	3 54	5 51	[illegible]	Thayer		[illegible]	6 58	7 58	8 58	11 03	1 03	5 08	7 08	[illegible]	9 58	12 15	
8 16	6 06	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5 17	[illegible]	[illegible]	[illegible]	[illegible]	
8 25	6 11	4 11	2 11	12 11	10 11	4 11	6 00	7 35	Girard		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5 28	7 28	[illegible]	10 16	[illegible]	
8 33	6 19	4 19	2 19	12 19	10 19	4 19	6 08	[illegible]	Sawyerville		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5 44	7 44	[illegible]	10 25	[illegible]	
8 60	6 30	4 30	2 30	12 35	10 35	4 35	6 25	8 05	Carlinville		7 55	10 01	12 03	4 03	6 03	8 03	[illegible]	[illegible]	[illegible]	10 42	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
9 18	6 59	4 55	2 55	12 59	10 50	4 50	6 41	8 44	Gillespie		[illegible]	Via	Via	Via	Via	Via	Via	[illegible]	[illegible]	11 10		
9 23	7 05	5 01	3 01	1 05	11 05	5 05	7 02	[illegible]	Benld.		[illegible]	Hills-	Hills-	Hills-	Hills-	Hills-	Hills-	[illegible]	[illegible]	Hills-	[illegible]	
9 28	[illegible]	5 06	3 06	[illegible]	11 06	[illegible]	7 04	[illegible]	Sawyerville		[illegible]	boro	boro	boro	boro	boro	boro	[illegible]	[illegible]	boro	[illegible]	
											21	23	25	27	29	31	33					
											[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]					
9 38	7 10	5 16	3 16	1 18	11 18	5 18	7 14	8 05	Lv	Staunton	Lv	5 25	8 00	10 04	2 03	4 03	6 10	8 40	11 55			
9 00	[illegible]	5 23	3 23	1 23	11 23	5 23	7 20	8 11		Worden		5 40	8 16	10 17	2 17	4 17	6 24	8 55				
9 57	7 36	5 36	3 36	1 36	11 36	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2 28	4 28	6 34	9 03				
10 17	7 54	5 52	3 52	1 52	11 52	5 52	7 45	[illegible]	Edwardsville		6 10	9 00	10 48	2 48	4 48	6 56	9 23					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Stallings		6 01	9 21	11 08	3 16	5 16	7 20	9 44					
10 43	8 18	6 18	4 18	2 18	12 18	6 18	8 18	8 20	Granite City		6 41	9 40	11 20	3 27	5 27	7 31	9 55					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	East St. Louis		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]					
11 15	8 50	6 50	4 50	2 50	12 50	[illegible]	[illegible]	[illegible]	[illegible]	St. Louis		[illegible]	[illegible]	[illegible]	4 00	6 00	8 05	10 30				
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]				
92	60	18	46	84	82	80	78	76				20	22	24	26	28			30		32	
PM	PM	PM	PM	PM	PM	PM	PM	PM	Northbound			AM	AM	AM	AM	AM			PM		PM	
11 45	7 00	5 00	3 00	1 00	11 00	9 00	7 00	5 00	Lv	St. Louis	Lv	8 00	10 20	2 00	4 05	6 08			9 00		11 15	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	East St. Louis		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]		[illegible]	
1	7 33	5 33	3 33	1 33	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Granite City		8 41	10 51	2 33	4 39	6 39			9 33		11 47	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Stallings		8 45	11 04	2 46	4 53	6 52			9 44		11 57	
[illegible]	8 00	6 00	4 00	2 00	12 00	10 00	8 00	5 55	[illegible]	Edwardsville		9 10	11 30	3 10	5 18	7 18			10 07		12 17	
[illegible]	8 16	6 16	4 16	2 16	12 16	[illegible]	8 16	6 15	[illegible]	[illegible]		[illegible]	1 36	3 36	5 36	7 36			10 27		12 37	
[illegible]	8 24	6 24	4 24	2 24	12 24	10 24	8 24	6 17	[illegible]	Worden		[illegible]	12 06	3 46	5 46	8 01			10 34		1 05	
[illegible]	8 40	6 40	4 40	2 40	12 40	10 40	8 40	6 35	Ar	Staunton	Ar	[illegible]	12 25	4 03	6 06	8 18			10 50		1 20	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]		[illegible]	
[illegible]	8 52	[illegible]	4 49	[illegible]	12 49	[illegible]	8 49	6 44	[illegible]	Sawyerville		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			11 01		[illegible]	
[illegible]	8 59	6 54	4 51	2 51	12 51	10 51	8 51	6 47	[illegible]	Benld		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			11 03		[illegible]	
[illegible]	9 03	6 59	4 59	2 59	12 59	10 59	8 59	6 54	[illegible]	Gillespie		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			11 10		[illegible]	
												3	4	6	8	10	12	14				
												M	M	M	M	M	M	M				
	9 30	7 20	5 20	3 20	1 20	[illegible]	[illegible]	[illegible]	[illegible]	Carlinville	Ar	[illegible]	[illegible]	[illegible]	2 07	4 07	6 07	8 07	11 15			
	9 46	7 36	5 36	3 36	1 36	11 36	9 36	7 16	[illegible]	Sawyerville		5 47	8 00	10 00	2 30	4 30	6 30	8 28	11 50			
	9 53	7 43	5 43	3 43	1 43	11 43	9 43	7 23	[illegible]	Girard		5 56	8 38	10 38	2 38	4 38	6 38	8 36	11 58			
[illegible]	10 16	7 02	5 04	3 04	1 04	11 04	9 04	7 04	[illegible]	Virden		6 10	8 48	10 48	2 48	4 48	6 48	8 46	12 07			
[illegible]	10 41	7 55	5 55	3 55	1 55	11 55	9 55	8 01	[illegible]	Thayer		6 25	8 57	10 57	2 57	4 57	6 57	8 55	12 15			
	10 18	8 08	6 08	4 08	2 08	12 08	[illegible]	[illegible]	[illegible]	Auburn		6 36	9 00	11 06	3 06	5 06	7 06	9 04	12 24			
	10 40	8 17	6 17	4 17	2 17	12 17	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	9 20	[illegible]	3 20	5 20	7 20	9 25	[illegible]			
	10 56	[illegible]	[illegible]	[illegible]	2 23	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	3 35	5 35	7 27	9 40	[illegible]			
	11 00	8 47	6 45	4 45	2 45	12 45	[illegible]	[illegible]	[illegible]	Ar	Springfield	Ar	7 20	10 00	12 00	4 00	6 00	8 00	9 50	[illegible]		
	PM	M	PM	PM	PM	PM	PM	PM	PM				M	M	M	PM	PM	PM	PM	PM		

Parlor Cars are attached to these trains.

Nos. 91 and 92, St. Louis-Springfield Pool

Nos. 93 and 94 [illegible]

[illegible]

Base Face figures denote P. M. trains

No. 67 will stop at Woodside to receive St. Louis pass nigers

Nos. 67, 71 and 77 will stop at Sawyerville to discharge passengers from Springfield or on signal from agent to receive St. Louis

No. 11, 84 and 88 will stop to discharge passengers from St. Louis and to re

Direct connections at Granite City for East St. Louis.

(Local Stops — No. 65 will make Local Stops, Carlinville to Staunton; No. 79, Carlinville to [illegible] No. 16, Edwardsville

LOCALS BETWEEN CANLINVILLE and STAUNTON

EDWARDSVILLE-ST. LOUIS SUBURBAN SERVICE

This service in addition to trains shown in Springfield-St. Louis Table.

HILLSBORO, STAUNTON and ST. LOUIS

Black face numbers denote P. M. trains. All trains Local between Staunton and [illegible]

[illegible] 27, 29, 31 and 33 run through without change of cars St. Louis.

*These trains are Limited between St. Louis and Staunton. Nos. 78, 77 and 88 have parlor cars attached.

SLEEPERS AND PARLOR CAR TRAINS IN RED

PEORIA, BLOOMINGTON and SPRINGFIELD



Table No. 6
READ DOWN

Black face numbers denote P. M. trains. All trains run through without change of cars except No. 41.

No. 91 will stop at all stations on signal to receive Sleeping Car passengers only and will stop at Springfield to discharge passengers from points north of Springfield; at all stations north of Springfield to discharge passengers from points south of Springfield.

NOTE LOCAL SERVICE BY LIMITED TRAINS.

Northbound—No. 74 will make local stops between Selbyville and Mackinaw Junction. Numbers 76, 78, 82, 86 and 88 will make local stops between Springfield and Mackinaw Junction. Southbound—Numbers 69, 71, 73, 77, 79, 81 and 83 will make local stops between Mackinaw Junction to Springfield.

SLEEPERS AND PARLOR TRAINS IN RED

PEORIA, BLOOMINGTON and DECATUR — LOCAL TRAINS

Black face numbers denote P. M. trains.

†—Trains number 1 and 29 make local stops between Bloomington and Decatur.

‡—Train No. 33 makes Local Stops between Bloomington and Decatur, and between East Peoria and Gardena.

§—Nos. 40, 41 and 42 will make Local stops between Bloomington and Decatur.

NO CHANGE OF CARS OR LIMITED TRAINS BETWEEN PEORIA AND DECATUR.

SLEEPERS AND PARLOR CAR TRAINS IN RED

DANVILLE and CHAMPAIGN — LOCAL TRAINS

LIMITED TRAINS — LOCAL TRAINS

HOMER DIVISION

Black face numbers denote P. M. trains

‡—Stops on flag only. Black face numbers denote P. M. trains

Table No. 10

DANVILLE, CHAMPAIGN and DECATUR

CHAMPAIGN and DECATUR

LIMITED TRAINS — LOCAL TRAINS

[illegible]	79	77	[illegible]		Westbound		101	1-103	3-73	105	107	83	16-109	17-111
	PM	PM						AM	AM	PM	PM	PM	PM	PM
[illegible]	2 00	12 01	9 50	Lv	Danville	Lv		5 10	7·00			6 00	7.30	9 15
6 25	3 25	1 25	[illegible]	Ar	Champaign	Ar		6:40	8 50			7 25	9 00	10 45
[illegible]	3·25	1 25	[illegible]	Lv	Champaign	Lv	5 40	6 55	9 00	12 15	4 15	7 25	9 15	11.00
[illegible]	3·42	1 42			Bondville		5 50	7 14	9 20	12 37	4 38	7 46	9 32	11:17
[illegible]	3.47	1 47			Seymour		5 55	7 19	9 26	12 43	4 44	7 51	9 37	11·22
[illegible]	3 59	1 59			White Heath		6 07	7 29	9 38	12 55	5 00	8 02	9 47	11.31
[illegible]	4 10	2 10	12 10		Monticello		6 23	7 41	9 49	1 08	5·13	8 16	10.00	11:43
[illegible]	4 21	2 21	12 21		Bement		6 37	8 00	10·03	1 20	5 30	8 32	10·16	11·57
[illegible]	4 29	2 29	12 29		Milmine		6 47	8·08	10 12	1 30	5 40	8 40	10 24	12 06
6 16	4 36	2 36	12 37		Cerro Gordo		6 57	8.18	10 22	1 38	5 48	8 48	10 32	12 14
[illegible]	4 46	2 46	12 46		Oakley		7 05	8.29	10:30	1 48	6 00	8 56	10.39	12·22
7 20	5 20	3 20	[illegible]	Ar	Decatur	Ar	7 45	9 05	11 05	2 25	6 35	9 30	11 10	12 55
	PM	PM					AM	AM	AM	PM	PM	PM	PM	AM

80	78	76		EASTBOUND		102-4	104-6	74†	106	108	82†	*84-18	110-20	112
PM	PM					AM	AM	AM	AM	PM	PM	PM	PM	PM
2 30	12 30			Decatur	Lv	5 00	6 30	8 05	9.30	1·30	4 30	6 45	8 45	11 15
3 04	1 04			Oakley		5 30	7 05	8 39	10 08	2 09	5 09	7 29	9 27	11 50
3 10	1 10			Cerro Gordo		5 37	7.14	8 50	10 18	2 19	5 19	7 38	9 36	11 56
3 20	1 20			Milmine		5.45	7·23	9 00	10 28	2 29	5 29	7 47	9·44	12 06
3 26	1 26			Bement		5 52	7 30	9:08	10 35	2 36	5 36	7 55	9:52	12 15
3 39	1 39			Monticello		6 06	7 49	9 21	10 50	2 51	5 52	8 10	10 06	12 28
3 50	1 50			White Heath		6 17	7 59	9 38	11 01	3 03	6 06	[illegible]	10 19	12 38
4 01	2 01	12 01		Seymour		6 28	8 09	9.52	11·15	3 16	6 16	[illegible]	10 30	[illegible]
4 06	2 06	12 06		Bondville		6 32	8·15	9 59	11 22	3 23	6 21	8 44	10 35	12 51
4 25	2 25	12 25	Ar	Champaign	Ar	6·50	8.40	10 25	11·45	3 50	6 45	[illegible]	10 55	1 10
4 25	2 25	12 25	Lv	Champaign	Lv	7 00	9:00	10·25			6 45	9.15	11:00	
5 55	3 55	1 55	Ar	Danville	Ar	8 50	10 50	11·55			8 15	10 45	12:30	
PM	PM					AM	AM	PM	AM	PM	PM	PM	AM	AM

f—Stops on flag only

*Parlor cars attached to these trains

†These trains are Limited between Danville and Champaign. Cars on Nos. 73, 75, 77, 79, 81, and 83 r[illegible] to Springfield. Cars on Nos. 74, 76, 78, 80, 82 and 84 run through from Springfield to Danv[illegible]

Table No. 11.

MECHANICSBURG DIVISION

103	105	107	109	111	113	115	117		Southbound.		119	121	123	125	127	129	131
AM	AM	AM	AM	PM	PM	PM	PM				PM	PM	PM	PM	PM	PM	AM
7 15	9:05	10·10	11 05	12 10	1 05	1 40	4 17	Lv	Mechanicsburg Jct	Lv	5 05	5 50	7 15	8 20	9 50	10 32	[illegible]
7 25f	9 14f	10 20f	11 14f	12 20f	1 14f	1 50f	4 25f		Mine Siding		5 15f	6 00f	7 25f	8 30f	10 00	10 40f	12 20f
7 30	9 18	10 25	11 18	12 25	1 18	1 55	4 28	Ar	Mechanicsburg	Ar	5 20	6 05	7 30	8 35	10 05	10 45	[illegible]
AM	AM	AM	AM	PM	PM	PM	PM				PM	PM	PM	PM	PM	PM	AM

102	104	106	108	110	112	114	116		Northbound.		118	120	122	124	126	128	130
AM	AM	AM	AM	AM	PM	PM	PM				PM	PM	PM	PM	PM	PM	PM
6 50	8 30	9 50	10 30	11 20	12 30	1 20	3 20	Lv	Mechanicsburg	Lv	4 30	5 30	6 35	7 30	9 35	10 15	11 40
6 54f	8 35f	9 55f	10 34f	11 25f	12 34f	1 25f	3 25f		Mine Siding		4 34f	5 35f	6 40f	7 35f	9 39f	10 20f	11 44f
7 05	8 41	10.05	10.43	11.35	12 43	1 35	3 35	Ar	Mechanicsburg Jct	Ar	4 43	5 45	6 50	7 45	9 49	10:30	11·54
AM	AM	AM	AM	AM	PM	PM	PM				PM	PM	PM	PM	PM	PM	PM

f—Stops on flag only. Black face numbers denote P. M. trains.

All trai[illegible] Mai[illegible]

Table No. 12

DANVILLE, CHAMPAIGN, DECATUR and SPRINGFIELD

DECATUR and SPRINGFIELD

LIMITED TRAINS — LOCAL TRAINS

81*	79	77	76*	3-73	1-71		WESTBOUND		1	3	101-5	7	9	11	13	83	15
PM	PM	PM	AM	AM	AM				AM	AM	AM	AM	PM	PM	PM	PM	PM
4 00	2 00	12.01		[illegible]	5.10	Lv	Danville	Lv								6 00	7 30
5·25	3 25	1 25	11 20	8.50	6 40	Ar	Champaign	Ar								7 25	9 00
5 25	3 25	1 25	11 20	9·00	6·55	Lv	Champaign	Lv			5·30					7 25	9 15
7 20	5 20	3 20	1 20	11:05	9 05	Ar	Decatur	Ar			7·45					9 30	11 10
7 25	5 25	3 25	1 25	11:10	9 10	Lv	Decatur	Lv	5 20	6 15	8 00	10·00	12 01	4 00	6.10	9 25	11·15
	5 42f	3 41f		11 29f	9·29f		Wyckles		5·35f	6 32f	8 21f	10·21f	12 21f	4 21f	6 31f	[illegible]	11·30f
7 47	5 47	3 46	1 46	11 33	9 33		[illegible]		5 39	6 38	8 27	10 2[illegible]	12 27	4 27	6 37	9 58	11 34
7 54	5 54	3 53	1 53	11 41	9 41		[illegible]		5 45	6 46	8 36	10 36	12 36	4 36	6 46	10 08	11 40
8 02	6 02	4 02	2 02	11:52	9:52		Illiopolis		5:54	6 56	8 46	10 46	12 46	4 46	6 56	10 17	11 49
8 13	6·13	4 13	2.13	12:02	10:02		Lanesville		6:06	7 06	8 59	10 59	12 59	4 59	7 10	10 27	12 02
8 17	6·17	4·17	2 17	12:08	10:08		Mechanicsburg Jct		6:11	7 12	9 05	11 05	1 05	5 05	7 15	10 32	12 07
8 20	6 20	4 20	2 20	12 11	10 11		[illegible]		6 14	7 15	9 08	11 08	1 08	5 08	7 18	10 35	12 10
8 23	6 23	4 23	2 23	12 14	10 14		[illegible]		6 18	[illegible] 20	9 13	11 13	1 13	5 13	7 23	10 39	12 14
8 34	6 34	4 34	2 34	12 26	10 26		[illegible]		6 28	7 32	9 27	11 27	1 27	5 27	7 36	10 49	12 24
8 55	6 55	4 55	2 55	12 45	10 45	Ar	Springfield	Ar	6 50	7 55	9 50	11 50	1 50	5 50	7 55	11 10	12 45
PM	PM	PM	PM	PM	AM				AM	AM	AM	AM	PM	PM	PM	PM	AM

86-110*	84	82†	80	78	76*	74†		EASTBOUND		2-104	4	6	8	10	12	14-112	16
PM	PM	PM	PM	AM	AM	AM				AM	AM	AM	PM	PM	PM	PM	PM
7 10	6.10	3 00	1 00	11 00	9 00	6 30	Lv	Springfield	Lv	5.00	8 00	10 00	12 01	4 00	6 05	9 10	11 15
7 30	6 30	3 20	1 20	11·20	9 20	6 50		Riverton		5 20	8 21	10 21	12 21	4 21	6 27	9 31	11 36
7 41	6 41	3 31	1·31	11:31	9 31	7 01		Dawson		5 31	8 36	10 36	12 36	4 36	6 44	9 43	11 48
7 45	6 45	3:35	1:35	11:35	9 35	7:05		Buffalo		5 35	8 41	10 41	12 41	4 41	6 49	9 47	11 52
7 47	6·47	3·37	1 37	11·37	9 37	7:07		Mechanicsburg Jct		5 37	8 43	10 43	12 43	4 43	6 52	9 49	11 54
7 52	6 52	3 42	1·42	11·42	9 42	7·12		Lanesville		5 42	8 47	10 47	12 47	4 47	6 57	9 54	11 58
8 02	6 02	3 52	1 52	11:52	9 52	7.22		Illiopolis		5 51	9 01	11 01	1 01	5 01	7 12	10 06	[illegible]
8 10	6 10	4 00	2 00	12 00	10 00	7 30		Niantic		6 00	9 12	11 12	1 12	5 12	7 23	10 16	12 17
8 17	6 17	4 07	2 07	12 07	10 07	7·37		Harristown		[illegible]	9 21	11 21	1 21	5 21	7 33	10 26	[illegible]
8 22f		4 12f	2 12f	12.12f		7 42f		Wyckles		[illegible]	[illegible]	11 29f	1 29f	5 29	7 42f	10 32f	[illegible]
8 40	6 40	4 27	2 27	12 27	10 27	8·00	Ar	Decatur	Ar	6 30	9 50	11 50	1 50	5 50	8 00	10 50	12 45
8·45	6 45	4.30	2.30	12 30	10 30	8.05	Lv	Decatur	Lv	6.30						11 15	
10.55	9 05	6:45	4 25	2·25	12 25	10.25	Ar	Champaign	Ar	8 40						1 10	
11:00	9 15	6:45	4 25	2 25	12 25	10 25	Lv	Champaign	Lv	9 00							
12:30	10 45	8·15	5·55	3·55	1 55	11 55	Ar	Danville	Ar	10 50							
AM	PM	PM	PM	PM	PM	AM				AM	AM	PM	PM	PM	PM	AM	AM

Black face numbers denote P. M. trains.

†These trains make local stops east of Decatur.

Cars on Nos. 73, 75, 77, 79, 81 and 83 run through from Danville to Springfield

Cars on Nos. 74, 76, 78, 80, 82 and 84 run through from Springfield to Danville

f—Stops on signal only

*Parlor Car Trains—Nos. 75, 81, 76 and 84

SLEEPERS AND PARLOR CAR TRAINS IN RED

ILLINOIS TRACTION PLAYING CARDS

Can be secured from any agent, or from Traffic Department, Springfield. Two styles, 15 and 25 cent

Table No. 13

WESTVILLE, GEORGETOWN, RIDGE FARM

1	3	5	7	9	11	13	15	17	19		Southbound		21	23	25	27	29	31	33	35	37
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM		STATIONS		AM	AM	AM	M	PM	PM	PM	PM	PM
	5 50	6 00	[illegible]	7 30	8 00	8 30	9 00	9 30	10 00	Lv	Danville	Lv	10 30	11 00	11 30	12 00	12 30	1 00	1 30	2 00	2.30
	6 25	[illegible]	[illegible]	8 00	8 30	9:00	9.30	10 00	10:30		Westville		11.00	11:30	12 00	12·30	1 00	1·30	2 00	2 30	3 00
6 00	6 50	7 15	7 50	8 15	8 50	9:15	9·50	10:15	10.50		Georgetown		11 15	11 50	12 15	12 50	1·15	1.50	2:15	2·50	3 15
6 15	7 15		8 15		9 15		10.15		11:15	Ar	Ridge Farm	Ar		12 15		1 15		2 15		3 15	

39	41	43	45	47	49	51	53	55	57				59	61	63	65	67	69	71	73
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM				PM	PM	PM	PM	PM	PM	PM	PM
3 00	3 30	4 00	4 30	5 00	5 30	6 00	6 30	7 00	7 30		Danville		8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30
3 30	4 00	4 30	5 00	5 30	6 00	6 30	7 00	7 30	8 00		[illegible]		8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00
3 50	4 15	4 50	5 15	5 50	6 15	6 50	7 15	7 50	8 15		Georgetown		8 50	9 15	9 50	10 15	10 50	[illegible]	11 50	[illegible]
4 15		5 15		6 15		7 15		8 15		Ar	Ridge Farm	Ar	9·15		10 15		11 15		[illegible]	

2	4	6	8	10	12	14	16	18	20		Northbound		22	24	26	28	30	32	34	36	38
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM		STATIONS		AM	AM	PM	PM	PM	PM	PM	PM	PM
	6 15		7 15		8 15		9 15		10 15	Lv	Ridge Farm	Lv		11:15		12 15		1.15		2 15	
[illegible]	6 40	7 15	7:40	8 15	8 40	9·15	9 40	10·15	10 40		Georgetown		11:15	11·40	12 15	12 40	1.15	1 40	2.15	2 40	3 15
[illegible]	7 00	7:30	8:00	8·30	9 00	9:30	10:00	10·30	11.00		Westville		11:30	12 00	12 30	1 00	1 30	2 00	2 30	3 00	3 30
7 00	7 30	8:00	8.30	9:00	9:30	10 00	10:30	11·00	11.30	Ar	Danville	Ar	12 00	12.30	1.00	1 30	2 00	2 30	3.00	3 30	4 00

40	42	44	46	48	50	52	54	56	58		CONTINUED		60	62	64	66	68	70	72	74
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM				PM	PM	PM	PM	PM	PM	PM	AM
3 15		4 15		5 15		6 15		7 15		Lv	Ridge Farm		8 15		9 15		10 15		11 15	[illegible]
3 40	4 15	4 40	5 15	5 40	6 15	6 40	7 15	7·40	8 15		Georgetown		8 40	9 15	9 40	10 15	10 40	11 15	11 40	[illegible]
4 00	4 30	5 00	5 30	6 00	6 30	7 00	7 30	8 00	8 30		Westville		9 00	9 30	10 00	10 30	11 00	11 30	12 00	
4 30	5 00	5 30	6 00	6 30	7 00	7 30	8 00	8 30	9 00	Ar	Danville	Ar	9 30	10 00	10 30	11 00	11 30	12 00	[illegible]	

Black face numbers denote P M trains

Table No. 14

CATLIN DIVISION

1	3	5	7	9	11	13	15	17	STATIONS	19	21	23	25	27	29	31	33	35
AM	AM	AM	AM	AM	AM	AM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM
5 50	6 35	7 45	8 45	9 45	10 45	11 45	12 45	1 45	Danville	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	11 00
5 53	6 43	[illegible]	8 53	9 53	10 53	11 53	12 53	1 53	[illegible]	2 53	3 53	4 53	5 53	6 53	7 53	8 53	9 53	11 08
5 57	6 47	[illegible]	8 57	9 57	10 57	11 57	12 57	1 57	[illegible]	2 57	3 57	4 57	5 57	6 57	7 57	8 57	9 57	11 12
6 00	6 55	8 00	9 00	10 00	11 00	12 00	1 00	2 00	[illegible]	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 15
6 10	[illegible]	8 15	9 15	10 15	11 15	12 15	1 15	2 15	Catlin	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 30
AM	AM	AM	AM	AM	AM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM

2	4	6	8	10	12	14	16	18	[illegible]	20	22	24	26	28	30	32	34	36
AM	AM	AM	AM	AM	AM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM
6 10	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	Catlin	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 30	11 30
6 20	[illegible]	[illegible]	9 30	[illegible]	11 30	12 30	1 30	2 30	[illegible]	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 45	11 45
6 22	[illegible]	[illegible]	[illegible]	[illegible]	11 33	12 33	1 33	2 33	[illegible]	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 48	11 48
6 25	[illegible]	[illegible]	[illegible]	[illegible]	11 37	12 37	1 37	2 37	[illegible]	3 37	4 37	5 37	6 37	7 37	8 37	9 37	10 52	11 52
6 35	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	Danville	3 45	4 45	5 45	6 45	7 45	8 45	9 45	11 00	12 00
AM	AM	AM	AM	AM	AM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	

Black face numbers denote P M trains

FIRST DAY FREIGHT DELIVERY TO ALL POINTS

PARLOR AND SLEEPING CARS

ON THE

ILLINOIS TRACTION SYSTEM

THE ONLY ELECTRIC RAILROAD IN THE WORLD TO OPERATE SLEEPERS

ST. LOUIS—PEORIA

Leaves ST. LOUIS 11 45 p. m. Daily
Arrives PEORIA 7 00 a. m.

Leaves PEORIA 11.30 p. m. Daily
Arrives ST. LOUIS 7:05 a. m.

Upper Berth, $1.25 — Lower Berth, $1.50

SPRINGFIELD—ST. LOUIS

Leaves ST. LOUIS 11·45 p. m. Daily
Arrives SPRINGFIELD 4 10 a. m.

Leaves SPRINGFIELD 2.25 a. m. Daily
Arrives ST. LOUIS 7:05 a. m.

Upper Berths $1 00 — Lower Berths $1.25

All Sleepers open for occupancy at St. Louis, Springfield and Peoria at 9.00 p. m. Passengers allowed to remain until 8:00 a. m. Trains will stop at all stations on signal for sleeping car passengers. Make reservations of any agent

PARLOR CARS—MAXIMUM COMFORT AT MINIMUM COST

PARLOR CAR TIME TABLE

Read Down. ST. LOUIS—SPRINGFIELD—PEORIA Read Up

PM	PM	AM				AM	PM	PM
5:00	1:00*	9:00	Lv	St. Louis	Ar	10.50	2.50	8.50
7·20	3·20	11·20		Carlinville		8·35	12 35	6·35
8 45	4 55	12 55		Springfield		7:05	11:05	5 05
	6 02	2 03		[illegible]			[illegible]	3 37
	7 45	3 45	Ar	Peoria	Lv		[illegible]	2 00
PM	PM	PM				AM	AM	PM

*[illegible] of cars between Peoria and St. Louis.

PEORIA—SPRINGFIELD

PM	PM	AM				AM	PM	PM
6 00	2 00	8 00	Lv	Peoria	Ar	11 45	3 45	7:45
7 36	3 37	9 37		Lincoln		10 03	2 03	6·02
8.45	4 45	10:45	Ar	Springfield	Lv	8:55	12 55	4 55
PM	PM	AM				AM	PM	PM

DANVILLE—DECATUR—SPRINGFIELD

PM	AM				PM	PM
4 00	9 50	Lv	Danville	Ar	1·55	10·45
5 25	[illegible]		Champaign		12·25	9 15
6 10	12 10		Monticello		11·30	8.10
7 20	1 25		Decatur		10·30	6:45
8.55	2 55	Ar	Springfield	Lv	9.00	*5·10
PM	PM				AM	PM

*This train makes direct connection with Parlor Car from St Louis

PARLOR CAR RATES

Intermediate Points in Proportion

PARLOR CAR RATES	[illegible]uis	[illegible]ville	[illegible]field	[illegible]n	[illegible]	[illegible]ington	[illegible]ur	[illegible]paign	[illegible]lle
St. Louis		25	35	60	55	50	60	70	1.00
Carlinville	25		25	35	55	55	40	65	85
Springfield	35	25		25	30	30	25	45	65
Lincoln	60	35	25		25	25	35	60	80
Peoria	55	55	30	25		25	45	70	35
Bloomington	60	55	30	25	25		25	50	65
Decatur	50	40	25	35	45	25		25	45
Champaign	70	65	45	60	70	50	25		25
Danville	1 00	85	65	80	85	65	45	25	

"THE ROAD OF GOOD SERVICE."

CHICAGO, OTTAWA AND PEORIA RAILWAY

OFFICERS

RAILROAD CONNECTIONS

PRINCETON, LADD AND JOLIET

EAST BOUND

JOLIET, LADD AND PRINCETON

WESTBOUND

"IT WINDS BETWEEN FAIR BEAUTY SCENES"



INTERIOR PARLOR CAR

PARLOR AND SLEEPING CAR SERVICE ON THE ILLINOIS TRACTION SYSTEM

"MAXIMUM COMFORT AT MINIMUM COST"

PARLOR CARS

SLEEPING CARS



EXTERIOR SLEEPING CAR

"ESCAPE DIRT, DUST, SMOKE AND CINDERS"

"PLAN YOUR PLEASURE TRIP VIA TRACTION"





INTERIOR VIEWS SLEEPING CAR

"KNOW ELECTRIC TRAVEL JOYS THROUGH THE STATE OF ILLINOIS"

ITS General Manager Chubbuck and the GM of the Mexico City Tramways tour Illinois in the luxury of Office Car 233 above. below a four-car display train sparkles on Indianapolis' Kentucky Avenue for a convention meeting of electric railway men in 1923.

Illinois Traction System



ILLINOIS TRACTION SYSTEM SERVICE

FOR SATISFACTION TAKE THE TRACTION

Illinois Traction System

Fast - Frequent Passenger Trains

BETWEEN

St. Louis	Peoria
Edwardsville	Decatur
Staunton	Champaign
Litchfield	Urbana
Hillsboro	Danville
Carlinville	Lincoln
Springfield	Bloomington

AND INTERMEDIATE POINTS

BOOK of TRAINS

EFFECTIVE AUGUST 23, 1925

MAIN DIVISION

SPRINGFIELD, DECATUR, CHAMPAIGN AND DANVILLE

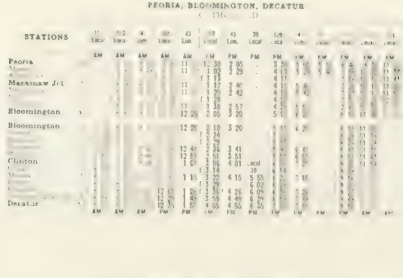


PEORIA, SPRINGFIELD CARLINVILLE, STAUNTON, ST. LOUIS

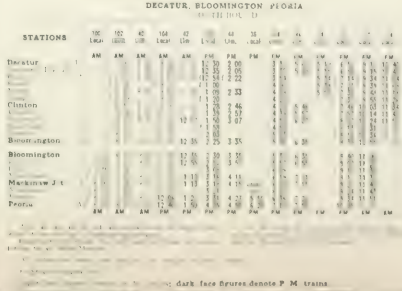
Also connections from Bloomington and Hillsboro



PEORIA, BLOOMINGTON, DECATUR



DECATUR, BLOOMINGTON PEORIA



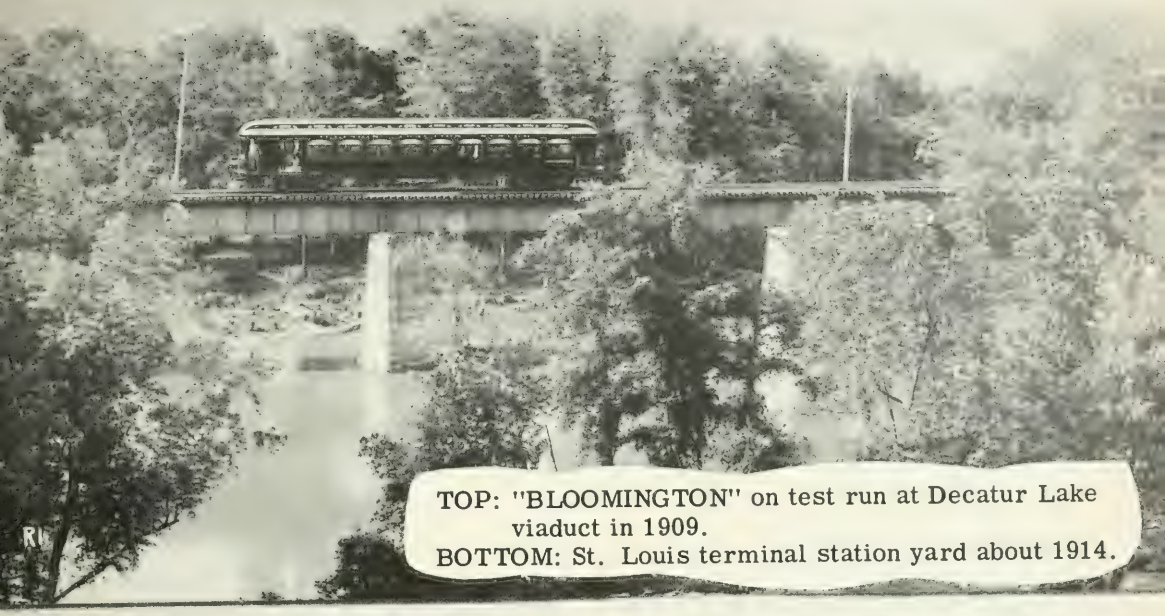
NO SURCHARGE ON TRACTION SLEEPERS

THE OWL - Between St. Louis, Springfield, Peoria

THE ILLINI - Between St. Louis, Danville, Champaign

TRACTION PLAYING CARDS

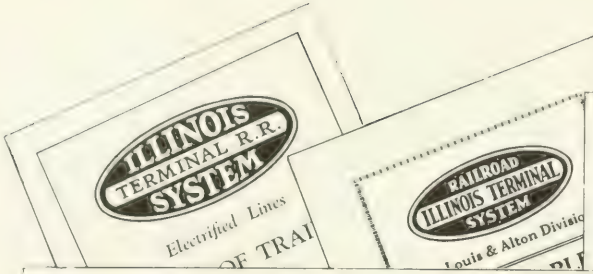
Superior Quality, 45 cents a pack. On sale by all Traction Agents.



TOP: "BLOOMINGTON" on test run at Decatur Lake viaduct in 1909.
BOTTOM: St. Louis terminal station yard about 1914.



Timetable dated August 10, 1930, shortly after St. Louis & Alton Railway became part of the I. T. system. In 1931 both ends of Alton line were rerouted and limited train time reduced from one hour to 43 minutes. Small insert timetable shows shuttle service inaugurated on old street route between Alton and Wood River which was operated with the other Alton city car lines using ex-Galesburg Birneys until 1936. A single franchise round trip operated between Granite City and East St. Louis until 1933.



ALTON TO WOOD RIVER VIA SERING AVENUE (SOUTHWARD)—TRAIN SERVICE

STATIONS	603 Local Daily	605 Local Daily	607 Local Daily	609 Local Daily	611 Local Daily	613 Local Daily	615 Local Daily	617 Local Daily	619 Local Daily	621 Local Daily	623 Local Daily	625 Local Daily	627 Local Daily	629 Local Daily	631 Local Daily
Leave	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Alton, Lenox and Douglas Square	6 27	7 27	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27	6 27	7 27	8 27
Alton, Washington Ave.	6 27	7 27	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27	6 27	7 27	8 27
Bluffs	6 32	7 32	8 32	9 32	10 32	11 32	12 32	1 32	2 32	3 32	4 32	5 32	6 32	7 32	8 32
Fieldon	6 37	7 37	8 37	9 37	10 37	11 37	12 37	1 37	2 37	3 37	4 37	5 37	6 37	7 37	8 37
Hartford	6 42	7 42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	6 42	7 42	8 42
East Alton	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50
Wood River	6 54	7 54	8 54	9 54	10 54	11 54	12 54	1 54	2 54	3 54	4 54	5 54	6 54	7 54	8 54
Hartford	6 57	7 57	8 57												
	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM

*To Hartford terminal only.

ALTON AND EDWARDSVILLE TO EAST ST. LOUIS AND ST. LOUIS (SOUTH-BOUND)

STATIONS	201 Limited Daily	127 Local Daily Ex. Sun. & L.	301 Local Daily & L.	303 Local Daily	323 Local Daily	291 Local Daily Ex. Sun. & L. H.	181 Local Daily	1 Local Daily Ex. Sun. & L.	325 Local Daily	103 Local Daily Ex. Sun. & L.	51 Limited Daily	253 Local Daily Ex. Sun. & L. H.	3 Local Daily	125 Local Daily	367 Local Daily	53 Limited Daily Ex. Sunday & L. H.	105 Local Daily	5 Local Daily	3 Local Daily	55 Limited Daily	9 Local Daily	11 Local Daily	57 Limited Daily	13 Local Daily	15 Local Daily	17 Local Daily
Alton		AM				AM				AM	AM		AM	AM	AM		AM	AM	AM	AM	AM	AM		PM	PM	PM
Federal		8									8															
East Alton		8									8															
Wood River		8									8															
Hartford		8									8															
Mitchell		8									8															
Edwardsville		8									8															
Woodriver		8									8															
Poag		8									8															
Mitchell																										
Nameoki																										
Fishing																										
Granite City, 21st St.																										
Eagle Park																										
East St. Louis																										
St. Louis																										

STATIONS	101 Limited Daily	219 Local Daily Ex. Sun. & L. H.	215 Local Daily Ex. Sun. & L. H.	217 Local Daily Ex. Sun. & L. H.	21 Local Daily Ex. Sun. & L.	719 Local Daily Ex. Sun. & L.	61 Limited Daily	109 Local Daily	23 Local Daily	111 Local Daily	329 Local Daily	75 Local Daily	123 Local Daily Ex. Sun. & L. H.	113 Local Daily Ex. Sun. & L. H.	77 Local Daily	63 Limited Daily	79 Local Daily	81 Local Daily	83 Local Daily	85 Local Daily
Alton	PM		PM			PM	FM		PM	PM	PM				PM	PM	PM	PM	PM	PM
Federal	2 15		3 09			4 02	4 32		5 09	5 40	6 06				7 00	7 15	8 04	9 00	10 07	11 45
East Alton	2 24		3 18			4 11	B4 41		5 18	5 49	6 16				7 10		8 13	9 10	10 17	11 55
Wood River			3 23			4 15			5 23	5 54	6 20				7 15		8 18	9 15	10 22	12 00
Hartford	RJ 29		3 27			4 19	B4 46		5 27	5 58	6 24				7 19	RY 29	8 22	9 19	10 26	12 04
Mitchell			3 32			4 25	B4 52		5 32	6 04	6 30				7 25		8 28	9 25	10 32	12 10
								FM		PM	PM			PM			8 35	9 32	10 39	12 17
Edwardsville								4 50		6 08				6 56						
Woodriver								4 56		6 13				7 00						
Poag								5 02		6 18				7 06						
Mitchell			3 32			4 32	5 12		5 32	6 32				7 18	7 32		8 35	9 32	10 39	12 17
Nameoki			3 39			4 39			5 39	6 39				7 25	7 39		8 42	9 39	10 46	12 24
Fishing		PM	3 43	PM	PM	4 43	PM	PM	5 43	6 43	PM	PM	PM	7 29	7 43		8 46	9 43	10 50	12 28
Granite City, 21st St.	RDQ 46	3 15	3 54	4 14	4 46	4 54		5 14	5 54	6 54		7 14	7 24	7 40	7 54	RDQ 47	8 57	9 54	11 01	12 39
Eagle Park		3 27	3 58	4 18	4 50	4 58		5 18	5 58	6 58		7 18	7 28	7 44	7 58		9 01	9 58	PM	12 43
East St. Louis	RD 50	3 33	4 04	4 24	4 56	5 04		5 24	6 04	7 04		7 24	7 34	7 50	8 04		9 07	10 04	11 11	12 49
St. Louis	3 11	3 44	4 15	4 35	5 07	5 15		5 35	6 15	7 15		7 35	7 45	8 01	8 15		9 18	10 15	11 22	1 00
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	AM

*Makes local stops—Granite to St. Louis
Limited trains stop in Alton at the following streets: Broadway and Piasa, Broadway and Easton, Broadway and Alton, Broadway and Third, Broadway and Washington.
D To discharge through passengers boarding trains in St. Louis, East St. Louis, Alton, Wood River and Granite City
R To receive through passengers for St. Louis, East St. Louis, Alton, Wood River and Granite City.
RD To receive and discharge through passengers.
LH Except Legal Holidays.
NOTE—All Limited Trains will stop at Wood River on SUNDAY, as follows: South-bound to receive through passengers. North-bound to discharge through passengers.
Local cars will make stops at the following points in East St. Louis to receive and discharge through passengers
East end of Eads Bridge
Main Street and Broadway
Collinsville Ave. and Broadway
Collinsville and Missouri Ave.
Collinsville and Illinois Ave.
Collinsville and St. Clair Ave.
Seventh Street and Exchange Ave.
Bellah Street and Lynch Ave.

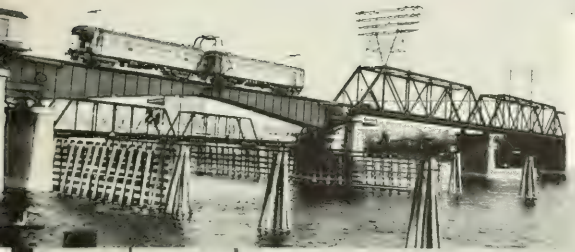
ST. LOUIS AND EAST ST. LOUIS TO ALTON AND EDWARDSVILLE (NORTH-BOUND)

STATIONS	206 Local Daily	106 Local Except Sun. & L. H.	102 Local Except Sun. & L. H.	202 Local Except Sun. & L. H.	2 Local Daily	322 Local Daily	224 Local Daily	164 Local Daily	324 Local Daily	4 Local Daily	238 Local Except Sun. & L. H.	138 Local Except Sun. & L. H.	358 Local Ex. Sun. & L. H.	52 Limited Daily	218 Local Except Sun. & L. H.	54 Limited Daily	12 Local Daily	14 Local Daily	16 Local Daily	56 Limited Daily	18 Local Daily
St. Louis				AM					AM	AM		AM	AM	AM	AM	AM	AM	AM	AM	AM	PM
East St. Louis							AM		6	6		7	7	7	7	7	7	7	7	7	1
Lake Park	AM	AM		AM	AM		6		6	6		7	7	7	7	7	7	7	7	7	1
Granite City, 21st St.							6		6	6		7	7	7	7	7	7	7	7	7	1
Fishing							AM		6	6		7	7	7	7	7	7	7	7	7	1
Nameoki	AM	AM							6	6		7	8	8	AM	8	8	8	8	8	2
Mitchell									6	6		7	8	8		8	8	8	8	8	2
Poag																					
Woodriver																					
Edwardsville																					
Mitchell	AM		AM				AM	AM	7	7		8	8	8		8	8	8	8	8	2
Hartford									7	7		8	8	8		8	8	8	8	8	2
Wood River		AM							7	7		8	8	8		8	8	8	8	8	2
East Alton									7	7		8	8	8		8	8	8	8	8	2
Federal									7	7		8	8	8		8	8	8	8	8	2
Alton									7	7		8	8	8		8	8	8	8	8	2
									AM	AM		AM	AM	AM	AM	AM	AM	AM	AM	AM	PM

STATIONS	208 Local Except Sun. & L. H.	110 Local Except Sun. & L. H.	360 Local Ex. Sun. & L. H.	112 Local Except Sun. & L. H.	308 Local Daily	78 Local Daily	82 Limited Daily	114 Local Except Sun. & L. H.	28 Local Daily	32 Local Daily	34 Local Daily	36 Local Daily	38 Local Daily
St. Louis	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
East St. Louis	2 25	3 20	3 25	4 20	4 25	5 20	5 30	5 45	6 05	6 25	7 05	7 35	8 50
Lake Park	2 40	RD 3 36	3 40	4 36	4 40	5 36	RD 5 45	6 01	6 21	6 41	7 21	7 51	9 06
Granite City, 21st St.	2 50		3 50	4 46	4 50	5 46		6 11	6 31	6 51	7 31	8 01	9 16
Fishing	3 04	RDQ 46	4 04	4 59	5 04	5 59	RDS 32	6 24	6 44	7 04	7 44	8 14	9 29
Nameoki	3 10		4 10	5 05	5 10	6 05		6 30	6 50	7 10	7 50	8 20	9 35
Mitchell	3 14		4 14	PM	5 14	PM		6 34					
	3 18		4 18	4 22	5 18			6 38					
Poag				4 28	5 43								
Woodriver				4 33	5 52								
Edwardsville				4 43	5 58			6 27					
Mitchell	3 18		4 18	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Hartford	3 22		4 22		5 18			6 38					
Wood River	3 32	RDH 04	4 32		5 29			6 49					
East Alton	3 37		4 37		5 34			6 54					
Federal	3 42		4 42		5 39			6 59					
Alton	3 50	4 20	4 50		5 47	6 08		7 07					
	PM	PM	PM		PM	PM		PM					

Limited trains stop in East St. Louis at the following streets: Collinsville Ave. and Broadway, Collinsville Ave. and Missouri Ave., Collinsville Ave. and Illinois Ave., Collinsville Ave. and St. Clair Ave.
NOTE—Trains 50 and 67, when not to exceed 5 minutes late, will stop at Shield St. (Alton) to discharge passengers for Union St. Ice.
At all time points shown on this Time Table all trains will make stops to receive and discharge passengers, except Alton Limited trains, which make stops only as noted
Other stations not shown are flag stops.
Local cars will make stops at the following points in East St. Louis to receive and discharge through passengers
East end of Eads Bridge
Main Street and Broadway
Collinsville Ave. and Broadway
Collinsville and Missouri Ave.
Collinsville and Illinois Ave.
Seventh Street and Exchange Ave.
Bellah Street and Lynch Ave.













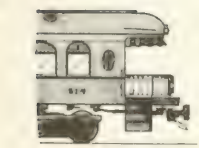
Top to Bottom and L. to R.: University of Illinois Test Car, scrapped about '42, spent much time on ITS lines... Handsome jackknife bridge over Illinois at Peoria... Typical line car.... Decatur shop yard... Old downtown Springfield station shed... Special meeting freight near Morton.

ROSTER OF EQUIPMENT USED ON ILLINOIS TRACTION SYSTEM (MAIN DIV.)

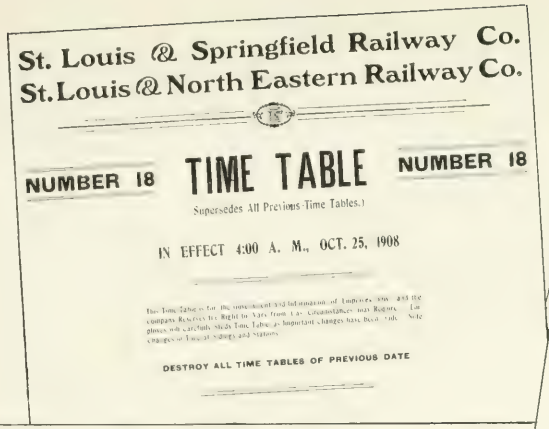
CAR NUMBER	BUILDER	DATE BUILT	* TRUCKS	* MOTORS	CONTROL	* WEIGHT	CAPACITY	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	DATE CAR RENUMBERED	* DATE CAR SCRAPPED	REMARKS
MAIN LINE MOTOR CARS (2 OR MORE) EQUIPPED WITH CONTROL CABS [COACHES]													(Numbers end) CC BAGGAGE-PIS 30 (Single end)
220-225	AMERICAN	—	AMERICAN	4 GE 73	DE-M	80,000	48	51'-4"	8'-1"	12'-10"	Before '30	22/53	225 REBUILT SINGLE END
226-232	ST. L	'06	BALDWIN	4 GE 73	DE-M	"	"	50'-7"	8'-10"	14'-2"	"	22/53	
233-249	"	"	ST. LOUIS	"	"	"	"	52'-6"	8'-10½"	13'-0"	"	"	293 (1) SCRAPPED BEFORE '09.
250-268	ST. L & AMER	'08	BALDWIN	4 GE 205		85,000	47	55'-0"	9'-0"	13'-6"	33-'50	11.33 12.53	ABOUT HALF WERE BUILT TO RUN ON EITHER 600 V DC OR 3300 V AC. 261 IN MUSEUM of TRANSP'T, St Louis, '50.
269-287	AMER'N	'08	"	4 GE 73	"	"	46	52'-7"	"	14'-0"	Before '30	22/53	PROBABLY RENUMBERED.
288	ST. L	'06	"	"	"	94,000	60	62'-0"	"	13'-3"	'50	"	ORIGINALLY "CORN BELT LTD." CAR "ILLINOIS" REBUILT 1ST SHOP '10.
289	"	'14	"	"	"	"	"	"	"	"	'29	"	ORIGINALLY "CORN BELT LTD." CAR "INDIANA" REBUILT 1ST SHOP '10. DESTROYED COLLISION DECATUR '29
260-269	DANVILLE	W	"	4 WH 92	SE-HL	92,300	50	55'-9½"	9'-6½"	13'-0"	'26-'53	22/53	REBUILT FROM 1 V DU. 1924-26. BODY RETAINED and RENUMBERED 260-264, 265-268 AIR CONDITIONED
270	NILES	'06	"	4 GE 205	SE-M	124,000	64	68'-8½"	8'-5½"	13'-3"	'50	26/52	ORIGINALLY "GLENOLA" of COLUMBUS, DELAWARE & MARION & NOW '09 AND NAMED "BLOOMINGTON" AIR-COND'N 1935
271	"	"	"	"	"	"	"	"	"	"	"	"	ORIG: "MARY" of C.D. & M. 61; REBUILT '09 and NAMED "DANVILLE" REBUILT ABOUT '25. AIR-COND'N '37.
272-283	ST. L	'8	"	"	"	97,170	55	55'-10"	9'-8"	13'-0"	2-'52 Nos 279 & 280 3-'53 Nos 272-273-283	"	282-283 FROM C.D. & P. '22. 279-282 had 10-58 SEATS. 275-277-278-283 AIR CONDITIONED '36-'40.
284	"	'14	"	"	"	"	"	"	"	"		"	AIR COND'D '38
285	"	'18	"	"	"	"	"	"	"	"		"	BUILT TO REPLACE 279. " '38
300-338			ST. L	4 GE 73	DE-M			56'-3½"	8'-7"	12'-7"	Before '35	22/53	
350-359	AMER'N	'07	BELL	4 GE 205	DE-M	85,000	60	57'-9⅜" 58'-3"	8'-5½"	13'-3"	"	24/53	ORIGINALLY BUILT TO RUN ON 3300 V AC or 600 V DC. REBUILT ABOUT '09 TO SINGLE END COMBO for 600 V DC ONLY.
200-203	DANVILLE MONARCH	'10	BALDWIN	4 WH 93	SE-HL	97,000	50	52'-7½"	9'-3"	13'-3"	1200 SCRAPPED '53		ORIGINALLY BUILT WITH INTERURBAN BAGGAGE COMPT. 1202-1203 RENUMBERED TO 202-203 CC IN '53
MAIN LINE MOTOR & TRAIL CARS WITHOUT CONTROL CABS [COACHES]													
500-507	AMER'N	'04	BALDWIN	NONE	NONE		52	48'-1"	8'-10"	-	Before '30		TYPE of BODY MATCHING 260-'87
508-520	DANVILLE	'09	"	"	"						"		TYPE of BODY MATCHING 226-249. 509 WAS A PARLOR CAR BEFORE 670 TYPE BUILT.
516-521	ST. L	'11	ST. L	"	"			57'-0"	9'-7"	13'-3"	'25-53		521 BECAME "SLEEPER" "ILLINOIS" (2) '30. 522 REBUILT INTO COMBO for CRAFTON LINE.
522-532	"	'2	ST. L & BALDWIN	DUE 205	M			"	"	"		24/52	AIR-CONDITIONED '36 - '40 [522-525 from C.D. & P. 532 FROM C.D. & P.
533-595	"	'12	ST. L	NONE	NONE			"	"	"	'30-53		573. AIR-CONDITIONED '40 FROM C.D. & P.
584-595 (2)	"	RE BUILT '31	"	"	"								FORMERLY: 534 as "MISSOURI" (2) '30 to 535 as "ILLINOIS (2) '30 (2)
561	REBUILT I.T.R.R.	'42	BALDWIN	"	"		75				APPROX '46		FORMERLY 1063-CLASS B&A MOTOR
1-56		'42	"	"	"		70				"		ACQUIRED FOR SERVICE TO ILLIOPOLIS ORDNANCE PLANT FROM NEW YORK SUBWAY SYSTEM 1ST DIV.
PARLOR-BUFFET-OBSERVATION CARS WITHOUT CONTROL CABS:													
510	DANVILLE	'11	ST. L & BALDWIN	2 GE 206	M			57'-6"	9'-6"	13'-0"	APPROX '49	26/52	NAME "MONTICELLO" MOTORIZED '26, AIR-COND '36.
511	"	"	"	"	"			"	"	"	'50	"	NAME "URBANA" " "
512	"	"	"	"	"			"	"	"	'52	"	NAME "CERRO GORDO" " "
513	"	"	"	"	"			"	"	"	'50	"	NAME "CLINTON" " "
514	"	"	"	"	"			"	"	"	'40	"	NAME "LINCOLN", MOTORIZED '26, REMOVED '35
515	ST. L	'15	ST. L	NONE	NONE						REBUILT '30		NAME "HOMER", BECAME "MISSOURI" (2) - 500 (2)
SLEEPING CARS.													
THEODORE	HARLAN & HOLLINGSWORTH	'03	H & H	4-150 HP	K-		24 BERTHS PARLOR 10 BERTHS	56'-7"	8'-9"	13'-4½"	APPROX '11		HOLLAND PALACE CAR; INTERBOR BUILT 1925 FOR DEMONSTRATED ON OHIO & INDIANA LINES. ACQ'D '07. ONE CAR DESTROYED '11 & ONE MADE BUNK CAR 028 SCRAPPED BEFORE '35.
FRANCIS	"	"	"	"	"			"	"	"	"		"
500 (2)	REBUILT ST. L	'30	ST. L	NONE	NONE		9 BR				REBUILT '30 FROM 515 (2)	-	NAME "MISSOURI" (2) REBUILT FROM 515. SINGLE BEDROOM SLEEPER, AIR-COND '39
501 (2)	"	"	"	"	"		9 BR	57'-0"	9'-7"	13'-2½"	'30 FROM 535 (2)		NAME "ILLINOIS" (2) REBUILT FROM 527 SINGLE BEDROOM SLEEPER, AIR-COND '39
502 (2)	BARNEY & SMITH	'11	M C B	"	"		10 BR	57'-3"	9'-5"		'41		NAME "DERATUE" BECAME BUNK CAR 052
503 (2)	"	"	"	"	"		"	"	"		'38		NAME "SPRINGFIELD"
504 (2)	A C & F OF CHARLES	'10	"	"	"		"	54'-0"	9'-3"	12'-10"	'39		NAME "PEORIA" BECAME BUNK CAR 049
505 (2)	"	"	"	"	"		"	"	"	"	"		NAME "ST. LOUIS" BECAME BUNK CAR 050.
DANVILLE	ST. L	'13	"	"	"		"				'31		
SPECIAL PARTY OR BUSINESS CARS:													
233 (2)	REBUILT ACF & CO	'09	BALDWIN	4 GE 205	SE-M	95,000	27	62'-2⅜"	8'-11"	12'-10⅜"		28/146	ORIGINALLY "CORN BELT LTD." CAR "MISSOURI"
234 (2)	DANVILLE	'10	M C B	NONE	NONE	2 MOTORS, 1 GE 205 & 1 GE 206 ENGINE SERVICE		52'-6"	8'-10"	13'-1"			ORIGINALLY NAMED "CHAMPAIGN" LATER "SENSATION". OLD TIMERS CLAIM THIS WAS ONCE A MOTOR CAR. "ICE AIR-CONDITIONED "ST. NAS OPEN OBSERVATION.
STREAMLINED MAIN LINE CARS (AIR CONDITIONED)													
300-302	ST. L	'46	BETHLEHEM STEEL CASTING	4 GE 1264	SE-PEM	109,300	44	66'-10"	10'-0"	13'-6"			300 (2), 301 (2), 302 (2) COMBINATION BAGGAGE-PASS'R FRONT END CAR.
350-351	"	"	"	2 "	" PEM	101,700	56	65'-4"	10'-0"	13'-6"			INTERMEDIATE COACHES, MANUAL MOTORMAN CONTROL AT "A" END BUT NO CONTROL CAB.
320 (2)	"	"	"	4 "	"	107,200	52 PLUS 12 BUFFET	"	"	"			NAME "LOUIS JOLLIET" PARLOR BUFFET REAR END CAR MOTOR CONTROLS AT REAR.
321 (2)	"	"	"	4 "	"	"	"	"	"	"			NAME "SHADRACH BOND" "
322 (2)	"	"	"	4 "	"	"	"	"	"	"			NAME "PIERRE LACLEDE" "

* Trucks and motors were changed about on some cars thru the years.

CAR NUMBER	BUILDER	DATE BUILT	* TRUCKS	* MOTORS	CONTROL	WEIGHT	CAPACITY	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	DATE JUMPED OR RENUMBERED	* GEAR RATIO	REMARKS
ST. LOUIS AREA SUBURBAN CARS													
100-102	AMERN	'17	COMM'WLTH	4-W548C	DE-HLF	58,525	60				100, 102 IN '53	28/61	ORIGINALLY A.E.&.St.L. CHAIR CARS, ACQ'D WITH ST.L.&A.RY. Nos. 60-62.
103-104	"	'24	"	4- "	"	"	"				103 IN '58	"	ORIGINALLY A.G.&.St.L. Nos. 63-64.
120-123	E. St. L. & S. Ry. Equip.	'23	BALDWIN	4-GE265B	DE- M	59,000	58				'53	21/53	ORIGINALLY St. LOUIS-O'FALLON-LEBANON CARS. A CONTROL & DRIV. TRUCKS & MOTORS REMOVED ABOUT '32.
140 (2)	"	-	BRILL MCB	4-GE201							ABOUT '35	19/67	EX- E. St. L. & S. #40. ACQ'D WITH ST. L. & A. RY. SOMMERSVILLE-MITCHELL
141 to 145 (5)	"	"	"	4-GE216							'33	28/64	" " " 41-45 " "
160-173	AMERICAN	'21	BRILL	2-W508	DE-K63		30				LATE '35	19/44	EX-GALESBURG BIRNEYS. USED AT ALTON.
404-413	ST. L.	'24	ST. L	4-GE265D	DE-K35	42,000	48	46'-5½"	8'-8"	10'-6" OVER ROOF	BEGINNING IN 49 TO 1954	16/67	ORIGINALLY I.V. DIV. 60-76 SERIES
470-478	"	"	"	4-GE275	DE-M	57,260	64					20/50	ORIGINALLY E. St. L. & S. 70-79 BELLEVILLE LIMITED ACQ'D BY I.T.R.R. ABOUT '38.
450-457	"	'49	St.L. PCC-B3	4-GE1270A1	DE-PCC		55					7/71	PCC CARS ARRANGED for TRAIN OPERATION
900-912	BRILL	'09	BRILL-MCB	4-GE201G	SE-K			50'-0"	9'-3"	12'-1"	BEFORE '33	15/61	ORGINAL MCKINLEY BRIDGE CARS.
913-919	"	"	"	4-W306C	"						"	19/69	" " "
950-959	"	"	"	NONE	NONE						"		SINGLE END TRAILER FOR ABOVE.
DANVILLE AREA SUBURBAN & BRANCH LINE CARS													
134	BRILL	'01		2-GE216C	DE-K10A	37,500	40				ABOUT '35		ALSO USED IN DANVILLE and PEORIA CITY SERVICE
135			PECKHAM	W 69	DE-K14			40'-0"	8'-5"	12'-0"	BEFORE '50	18/66	FROM DANVILLE ST. RY.
136			BALDWIN	4-GE73	DE- M			51'-5"	8'-7½"	12'-11"	"	22/53	" " "
137	ST. L.		"	4- "	DE-L4			"	"	"	"		" " " BX-LEHIGH VALLEY TR. CO.
138	"		ST. L.	4GE57	DE-K14			45'-7"	9'-1"	12'-9"	"	24/63	" " " "
139	"		PECKHAM	"	"			"	"	12'-5½"	"	"	" " " "
140-146													" " " "
147			PECKHAM	4-GE57	DE-K14			48'-3"	8'-7½"	12'-6"	SEE NOTE BEFORE '30	34/100	" " " 146 & ONE OTHER USED IN PEORIA UNTIL '38.
148			"	4-W69	"			48'-5"	8'-6"	12'-1"	"	"	" " "
150			ST. L.	4-GE57	DE-K14			48'-3"	8'-6"	"	"	"	" " "
152			"	"	"			"	"	"	"	"	" " "
200-203	ST. L		CURTIS	4-GE74	DE- M	70,000	46	48'-0"	8'-7"	12'-7½"	"	34/65	U
300, 302, 303 (3)	"	'24	ST. L.	4-GE265D	DE-K35	39,800	40	44'-11½"	8'-8"	10'-6" OVER ROOF	'36	20/63	ORIGINALLY I.V. DIV. 60-76 SERIES (67 & 69 TYP.)
360-362	"	'18	"	4-GE258	DE-K						'34	9/34	FROM DANVILLE ST. RY. 160-163. W '34 BECAME PEORIA 365-367. JUNKED '46.
401-403	DANVILLE				DE-K						BEFORE '35		EX- BLOOMINGTON 81-83.
BOX MOTORS:													
1050-1058	ST. L	'06	CURTIS					51'-0"	8'-6"	13'-3"	BEFORE '35		
1060-1062	ACB&F	'08	BRILL					50'-10"	8'-6"	13'-3"	"		
1063-1067	McGUIRE CUMMINGS	'10	BALDWIN	4-W303	DE- N1	92,000		52'-6"	9'-3"	13'-4"	"	21/52	BECAME 561 and 604-607
1500-1507				4-GE73A	"			43'-0"	8'-5"	13'-3½"	"	22/53	"PULL" CARS, RESEMBLING PASSENGER CARS TO COMPLY WITH ST. LOUIS ORDINANCE RESPECTING FREIGHT OPERATION THRU CITY STREETS.
1514 1521-1524			BALDWIN or BRILL										
BOX TRAILERS:													
601-603	CINCINNATI	'30	STANDARD LATER BALDWIN	NONE	NONE								EX-CINCINNATI & LAKE SIDE R.R. 642-644 ACQ'D '59
604-607				"	"								EX- 1063-1067 BOX MOTOR.
1100 CLASS				"	"								R.R. ROOF BOX TRAIL WITH RADIAL COUPLER 98 CARS IN THIS GROUP.
1800 CLASS	ACB&F		AC&F (WLF)	"	"		64,000 lb.	41'-5"	8'-8¼"	13'-1½"			R.R. ROOF REFRIGERATOR TRAIL WITH RADIAL COUPLER. 3 CARS THIS GROUP.
ELECTRIC LOCOMOTIVES:													
1500-1501													FLAT CAR WITH CENTER CAB.
1550-1552	DANVILLE ST. RY. ELECT	'06-'08	BALDWIN	2-GE 538 2-GE 73	DE- M	74,240		32'-7"	8'-7"	11'-6½"	1550	16/73	BUILT AS CLASS "C" REBUILT 1929 TO CLASS "O" 1551-1552 SOLD TO I.L. POWER CO. IN '30's
1553-1558	DANVILLE	'09	"	"	"	83,500		32'-7"	8'-7"	11'-6½"	1554	"	BUILT AS CLASS "M". 1554, 1556-1558 SOLD TO ALLIS-CHALMERS IN '30's CONVERTED TO DIESEL-ELEC.
1559-1560	G.E.-BALDWIN	'07	"	"	"	84,000		30'-0"	9'-6½"	12'-1"	1560 IN '53	17/100	BUILT FOR A.C.-D.C. SERVICE. 1563 BECAME 61. DESIGNATED AS CLASS "M" WHEN CONV. TO D.C. QUILL
1561-1578	DECATUR SHOP	'10-'18	"	4-GE69	"	120,000		34'-0"	9'-3"	13'-0"	BEGINNING '50	18/68	BUILT AS CLASS "B".
1579-1588	"	'24-'30 (4)	"	8-GE73 w/ GE265	"	160,000						16/72	BUILT AS CLASS "C". 1586 REBUILT WITH EIGHT HAND CAB AND 8-W 302 MOTORS IN 1930. MLF. (WLF)
51-52	ST. L	'30		4-GE285		187,000		(NOW STRAIGHT ELECTRIC)				16/65	BUILT AS P.C.C. 1000-CLASS COMBINATION BATTERY-TROLLEY WITH DIESEL for BATTERY-CHARGING
53	DECATUR SHOP	'41	I.T.R.R. SHOP	4-GE285		196,400						16/62	BUILT AS BATTERY-TROLLEY. BATTERY REMOVED.
61	"	'30	"			112,700							ORIGINALLY 1559. MAKE DIESEL-ELEC. TROLLEY. SOLD TO ALLIS-CHALMERS (SPLD) IN '58.
70	"	'40	"	8-W571	DE- HLF	217,000		55'-5"	9'-11"	15'-2"		63/16	BUILT AS CLASS "D". BODY FROM 1580.
71	"	↓	"	"	"	"		"	"	"			" " " 1581
72	"		"	"	"	"		"	"	"			" " " 1591
73	"		"	"	"	"		"	"	"			" " " 1679
74	"	'42	"	"	"	"		"	"	"			" " " 1588
SERVICE CARS:													
1700-1706	DECATUR SHOP	'22	BALDWIN	4-GE73	DE- M	73,000						22/53	LINE CARS, REBUILT FROM 1000 SERIES BUILT '23.
019-020				4-GE216	DE-K35							15/61	SNOW SWEEPERS.
1707	DECATUR SHOP			4-GE70								24/64	



Power and Locomotive Notes-



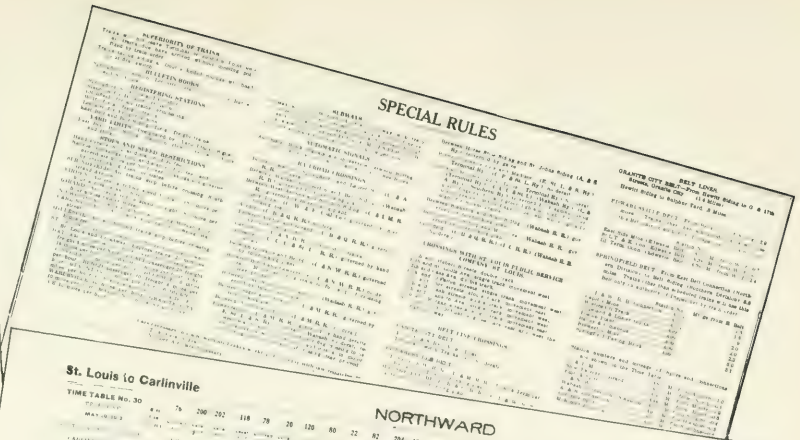
St. Louis & Springfield Railway Co.
St. Louis & North Eastern Railway Co.

NUMBER 18 TIME TABLE NUMBER 18

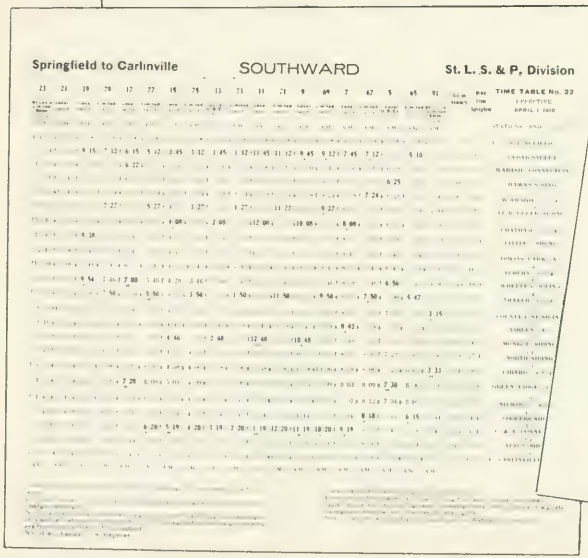
Supersedes All Previous Time Tables.)

IN EFFECT 4:00 A. M., OCT. 25, 1908

DESTROY ALL TIME TABLES OF PREVIOUS DATE

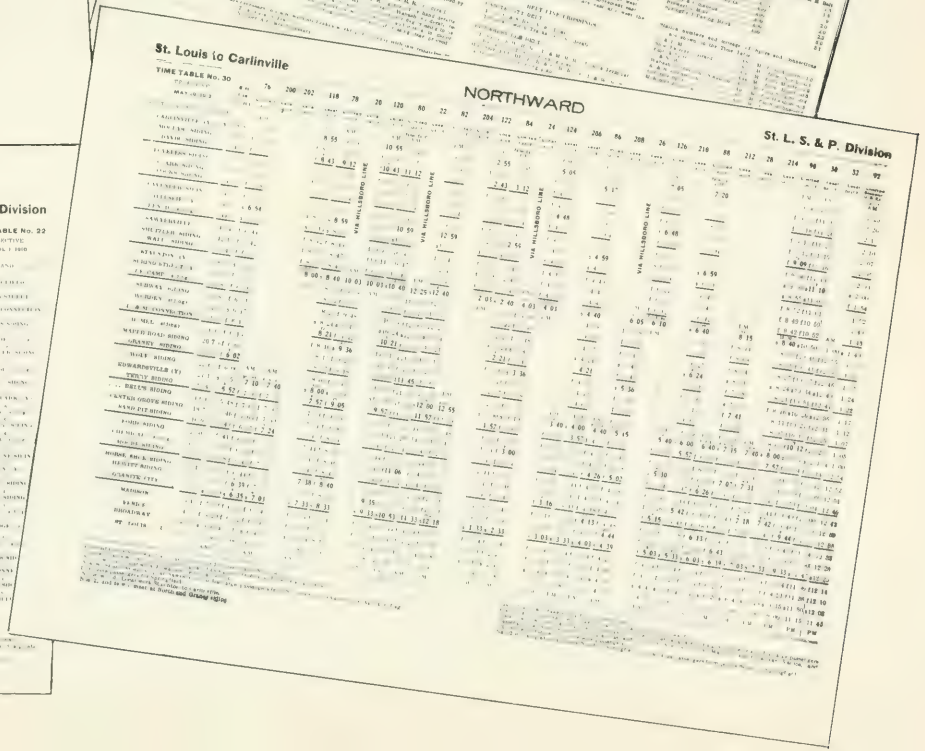


SPECIAL RULES



Springfield to Carlinville SOUTHWARD St. L. S. & P. Division

TIME TABLE No. 22



St. Louis to Carlinville

TIME TABLE No. 30

NORTHWARD

St. L. S. & P. Division

Decatur to Springfield — I. C. T. Division

TIME TABLE No. 7

WESTWARD

Limited trains Westward will take siding for Limited trains Eastward.
Limited trains will stop at Streets designated by signs to receive and discharge passengers.

Local trains will take siding for Limited trains
Local trains Westward will take siding for Local trains Eastward
Local trains will stop at St. g'sways Crossings and other points designated by signs to receive and discharge passengers.

Springfield to Decatur — I. C. T. Division

TIME TABLE No. 7

EASTWARD

Limited trains Westward will take siding for Limited trains Eastward.
Limited trains will stop at Streets designated by signs to receive and discharge passengers.
Local trains will stop at Oak Creek, on signal, to receive and discharge passengers.
Cars on Nos. 71, 73, 75, 77, 79, 81, 82 and 84 run through to Decatur.

Mechanicsburg Jct. to Mechanicsburg — I. C. T. Division

TIME TABLE No. 3

SOUTHWARD

February 27, 1910

Mechanicsburg to Mechanicsburg Jct. — I. C. T. Division

TIME TABLE No. 3

NORTHWARD

February 27, 1910

F. L. RICHARDS, Trainmaster, Springfield, Ill. — B. W. ARNOLD, Asst. Trainmaster, Springfield, Ill. — W. N. SIEBERT, Asst. Trainmaster, Decatur, Ill.

Champaign to Decatur — B. D. & C. Division

TIME TABLE No. 6

WESTWARD

April 16, 1912

Limited trains Westward will take siding for Limited trains Eastward.
Limited trains will stop at Streets designated by signs to receive and discharge passengers.
Cars on Nos. 71, 73, 75, 77, 79, 81 and 83 run through from Danville to Springfield.

Local trains will take siding for Limited trains
Local trains Westward will stop at Highways Crossings and other points designated by signs to receive and discharge passengers.

Decatur to Champaign — B. D. & C. Division

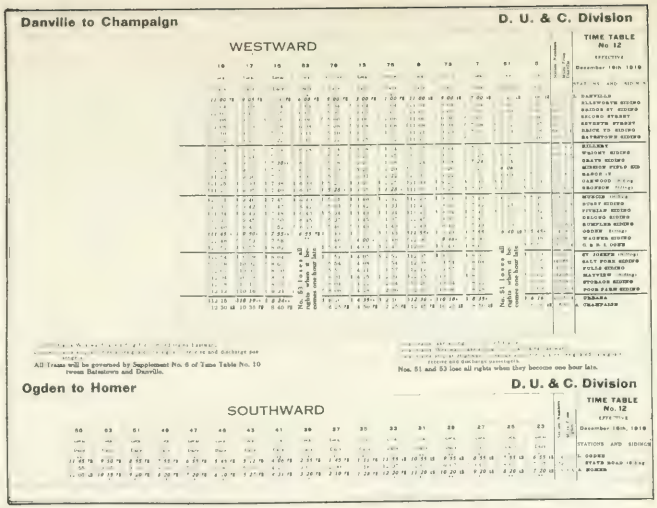
TIME TABLE No. 6

EASTWARD

April 16, 1912

Limited trains Westward will take siding for Limited trains Eastward.
Limited trains Eastward will take siding for Porter Car Line and trains Westward.
Limited trains will stop at Streets designated by signs to receive and discharge passengers.
Cars on Nos. 72, 74, 76, 78, 80, 82 and 84 run through from Springfield to Danville.

Local trains will take siding for Limited trains
Local trains Westward will take siding for Local trains Eastward.
Local trains will stop at Highway Crossings and other points designated by signs to receive and discharge passengers.



Danville to Champaign

D. U. & C. Division

WESTWARD

TIME TABLE No 12

EFFECTIVE December 16th, 1919

STATIONS AND SIDINGS

DANVILLE
ELLSWORTH SIDING
SALOON ST. SIDING
SECOND STREET
SEVENTH STREET
RACOE TO SIDING
SATTERTHWAITE SIDING
HILLERY
WALNUT SIDING
OAKS SIDING
MINNOW FIELD SID
RANGE 18
OAKWOOD
SALOON
MYRON
HURST SIDING
FITHIAN SIDING
DELONG SIDING
DUMPLER SIDING
ORTON
WALKER SIDING
C. B. & I. CROSS
ST. JOSEPH
SALT FORK SIDING
FULLS SIDING
MATTOON
STORAGE SIDING
POOR FARM SIDING
TABARA
CHAMPAIGN

All Trains will be governed by Supplement No. 6 of Time Table No. 10 twees Bateatown and Danville.

Nos. 51 and 52 lose all rights when they become one hour late.

Ogden to Homer

D. U. & C. Division

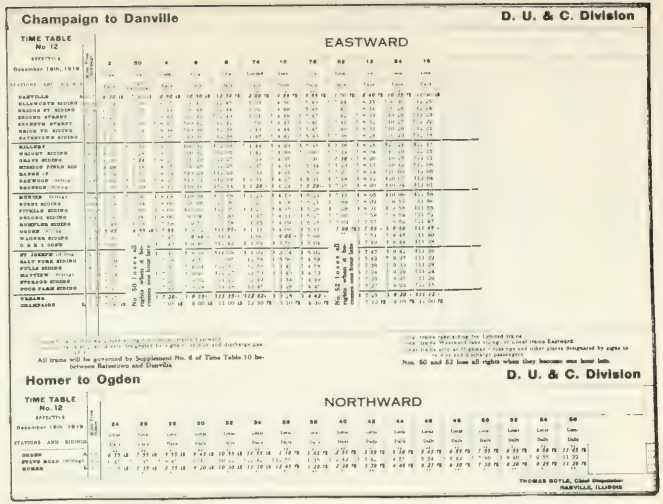
SOUTHWARD

TIME TABLE No. 12

EFFECTIVE December 16th, 1919

STATIONS AND SIDINGS

OGDEN
STATE ROAD
HOMER



Champaign to Danville

D. U. & C. Division

EASTWARD

TIME TABLE No 12

EFFECTIVE December 16th, 1919

STATIONS AND SIDINGS

DANVILLE
ELLSWORTH SIDING
SALOON ST. SIDING
SECOND STREET
SEVENTH STREET
RACOE TO SIDING
SATTERTHWAITE SIDING
HILLERY
WALNUT SIDING
OAKS SIDING
MINNOW FIELD SID
RANGE 18
OAKWOOD
SALOON
MYRON
HURST SIDING
FITHIAN SIDING
DELONG SIDING
DUMPLER SIDING
ORTON
WALKER SIDING
C. B. & I. CROSS
ST. JOSEPH
SALT FORK SIDING
FULLS SIDING
MATTOON
STORAGE SIDING
POOR FARM SIDING
TABARA
CHAMPAIGN

All trains will be governed by Supplement No. 6 of Time Table 10 between Bateatown and Danville.

Nos. 50 and 52 lose all rights when they become one hour late.

Homer to Ogden

D. U. & C. Division

NORTHWARD

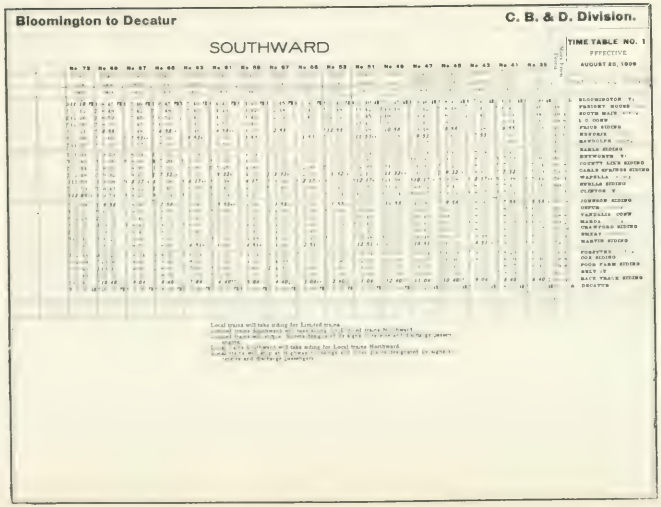
TIME TABLE No. 12

EFFECTIVE December 16th, 1919

STATIONS AND SIDINGS

OGDEN
STATE ROAD
HOMER

THOMAS BOYLE, Chief Dispatcher
DANVILLE, ILLINOIS



Bloomington to Decatur

C. B. & D. Division.

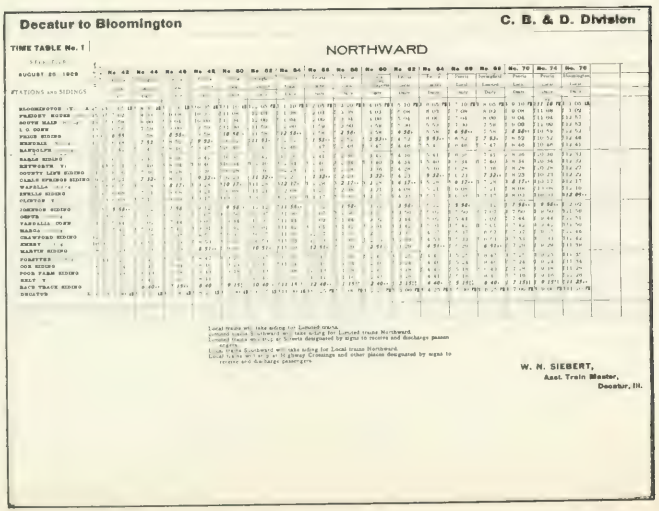
SOUTHWARD

TIME TABLE NO. 1

EFFECTIVE AUGUST 20, 1909

STATIONS AND SIDINGS

BLOOMINGTON
MOUNT HOPE
SOUTH MAIN
L. O. CROSS
FIELD SIDING
KENNEY
MAHOMET
RABLE SIDING
KEYWORTH
COUNTY LINE SIDING
CABLE SPRINGS SIDING
WAPELLA
STELLE
CLINTON
JOHNSON SIDING
ORTH
TARBILL CURVE
MARCO
CRAWFORD SIDING
KENNY
MARVIN SIDING
FORSYTHE
OCK SIDING
FOOD FARM SIDING
KELLY
RACE TRACK SIDING
DECATUR



Decatur to Bloomington

C. B. & D. Division

NORTHWARD

TIME TABLE No. 1

AUGUST 20, 1909

STATIONS AND SIDINGS

BLOOMINGTON
FRIDAY SIDING
SOUTH MAIN
L. O. CROSS
FIELD SIDING
KENNEY
MAHOMET
RABLE SIDING
KEYWORTH
COUNTY LINE SIDING
CABLE SPRINGS SIDING
WAPELLA
STELLE SIDING
CLINTON
JOHNSON SIDING
ORTH
TARBILL CURVE
MARCO
CRAWFORD SIDING
KENNY
MARVIN SIDING
FORSYTHE
OCK SIDING
FOOD FARM SIDING
KELLY
RACE TRACK SIDING
DECATUR

W. N. SIEBERT,
Asst. Train Master,
Decatur, Ill.

Peoria to Bloomington

P. B. & C. Division

SOUTHWARD

TIME TABLE
No. 2



Limited trains and stop at Divisions designated by signs to receive and discharge passengers.

Cars on Nos. 68, 73, 77 and 81 run through to Springfield.

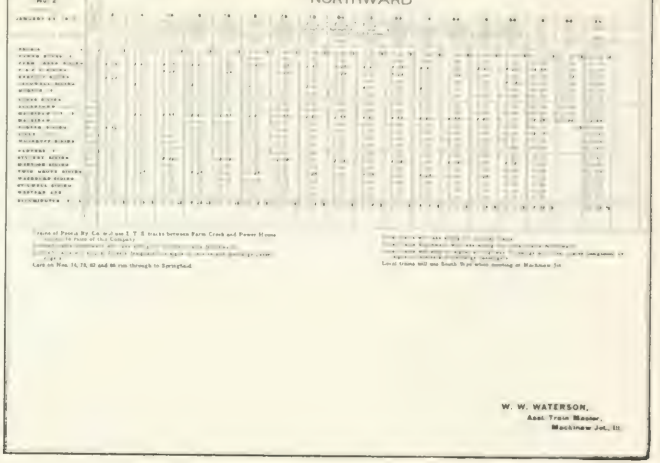
Local trains will stop on signal at Highway Crossings and other places designated by signs to receive and discharge passengers.

Bloomington to Peoria

P. B. & C. Division

TIME TABLE
No. 2

NORTHWARD



Cars on Nos. 74, 78, 82 and 86 run through to Springfield.

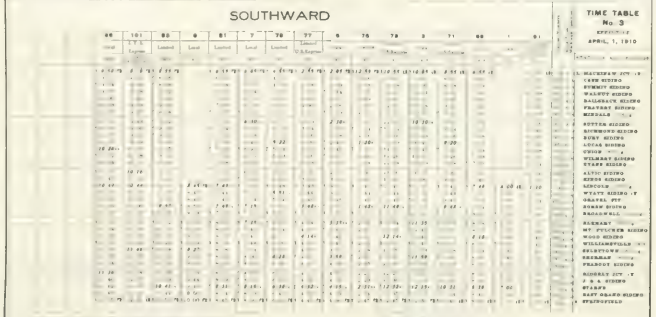
W. W. WATERSON,
Asst. Train Master,
Mackinaw Jct., Ill.

Mackinaw Junction to Springfield

P. L. & S. DIVISION—MACKINAW JUNCTION TO LINCOLN
S. & R. E. DIVISION—LINCOLN TO SPRINGFIELD

SOUTHWARD

TIME TABLE
No. 3
EFFECTIVE
APRIL 1, 1910



Limited trains Southward will take siding for Limited trains Northward.
Limited trains will stop at streets designated by signs to receive and discharge passengers only.
No. 82 will do local work Mackinaw Jct. to Lincoln.
No. 81 will stop at all Stations on signal to receive Sleeping Car passengers only and will stop at all Stations south of Springfield to discharge passengers from points south of Springfield.
No. 7 will handle U. S. Express.
Cars on Nos. 69, 73, 77, 81 and 85 run through from Peoria.
Cars on Nos. 71, 75, 79 and 83 run through from Bloomington.

Local trains will take siding for Limited trains.
Local trains Southward will take siding for Local trains Northward.
Local trains will stop on signal at Highway Crossings and other places designated by signs to receive and discharge passengers.
No. 101 will take siding for Nos. 66, 82, 86, 88 and 12.

Springfield to Mackinaw Junction

P. L. & S. DIVISION—LINCOLN TO MACKINAW JUNCTION
S. & R. E. DIVISION—SPRINGFIELD TO LINCOLN

TIME TABLE
No. 3
EFFECTIVE
APRIL 1, 1910

NORTHWARD



Limited trains Eastbound will take siding for Limited trains Northward.
Limited trains will stop at streets designated by signs to receive and discharge passengers only.
No. 74 will do local work Lincoln to Mackinaw Jct.
No. 86 will do local work Lincoln to Mackinaw Jct.
No. 82 will stop at all Stations south of Springfield to discharge passengers from points south of Springfield.
No. 82 will handle U. S. Express.
Cars on Nos. 2, 74, 80 and 84 run through to Bloomington.
Cars on Nos. 76, 78, 82, 86 and 88 run through to Peoria.

Local trains will take siding for Limited trains.
Local trains Southward will take siding for Local trains Northward.
Local trains will stop on signal at Highway Crossings and other places designated by signs to receive and discharge passengers.
No. 102 will take siding for No. 88.

W. W. WATERSON,
Asst. Train Master,
Mackinaw Jct., Ill.

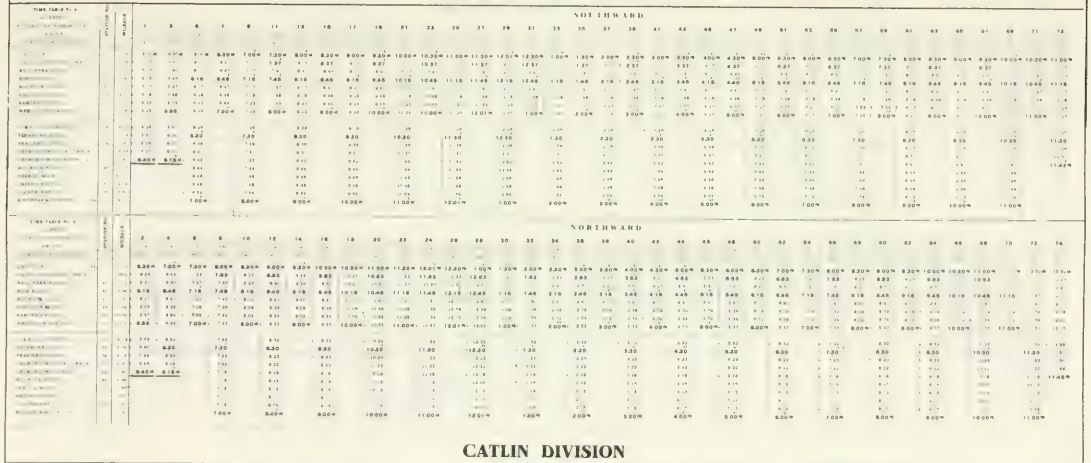
ILLINOIS TRACTION SYSTEM

TIME TABLE No. 8

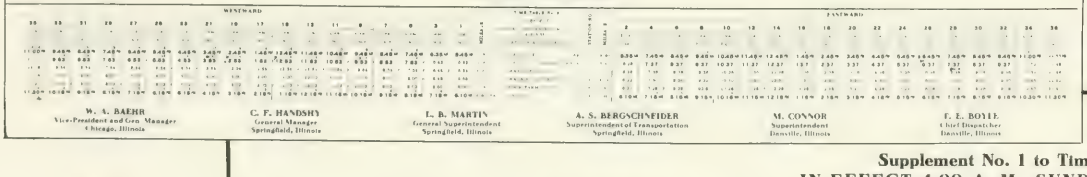
In Effect Sunday, September 30, 1923

SUPERSEDING ALL PREVIOUS TIME TABLES

RIDGEFARM DIVISION



CATLIN DIVISION



W. A. BAEHR
Vice-President and Gen. Manager
Chicago, Illinois

C. F. HANDSHY
General Manager
Springfield, Illinois

L. B. MARTIN
General Superintendent
Springfield, Illinois

A. S. BERGSCHNEIDER
Superintendent of Transportation
Springfield, Illinois

M. CONNOR
Superintendent
Danville, Illinois

F. E. BOYLE
Chief Dispatcher
Danville, Illinois

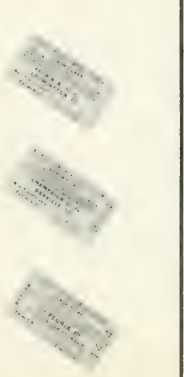


ION SYSTE

Supplement No. 1 to Time Table No. 20

IN EFFECT 4:00 A. M., SUNDAY, MARCH 7, 1926

VERMILION HEIGHTS LINE

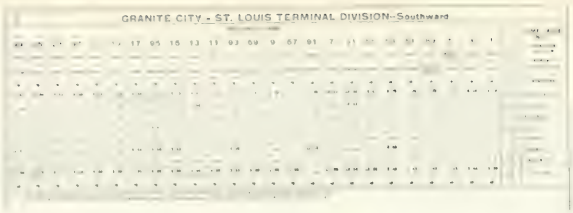


D. W. SNYDER, Jr.
Vice-President
Springfield, Illinois

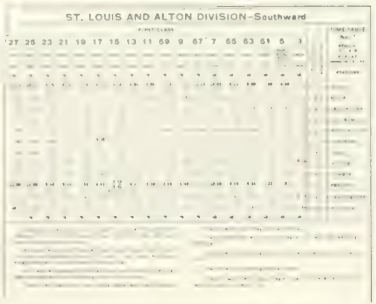
L. B. MARTIN
General Superintendent
Springfield, Illinois

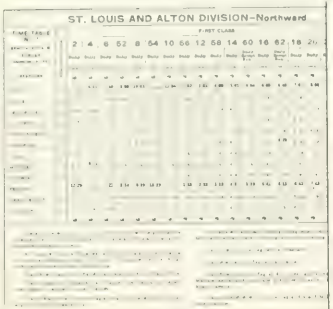
A. S. BERGSCHNEIDER
Superintendent of Transportation
Springfield, Illinois

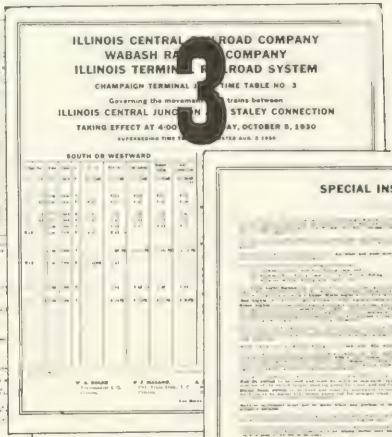
M. CONNOR
Superintendent
Danville, Illinois

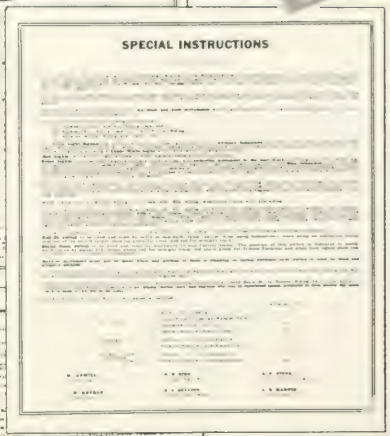

GRANITE CITY - ST. LOUIS TERMINAL DIVISION–Southward



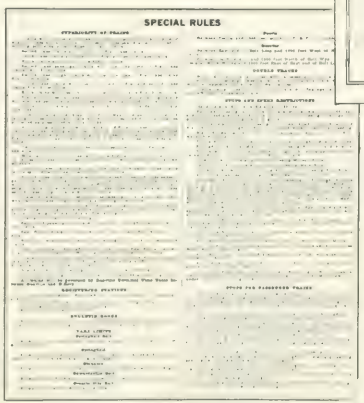

ST. LOUIS AND ALTON DIVISION–Southward

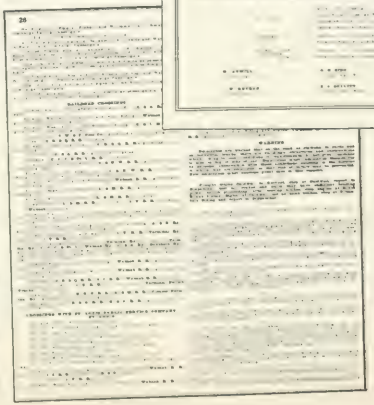

ST. LOUIS AND ALTON DIVISION–Northward


ILLINOIS CENTRAL RAILROAD COMPANY
WABASH RAILROAD COMPANY
ILLINOIS TERMINAL RAILROAD SYSTEM
CHAMPAIGN TERMINAL
TIME TABLE NO. 3
Governing the movement of trains between
ILLINOIS CENTRAL JUNCTION
STALEY CONNECTION
TAKING EFFECT AT 4:00
DAY, OCTOBER 5, 1930
SUPERSEDING TIME TA
DATED AUG. 3 1930
SOUTH OR WESTWARD


SPECIAL INSTRUCTIONS


HILLSBORO TO STAUNTON
Southern Division
Time Table No. 1
STAUNTON TO HILLSBORO
Eastward
Westward
SPRINGFIELD BELT
Southern Division
East Belt to Belt Siding
Southward
Time Table No. 1
Belt Siding to East Belt
Northward


SPECIAL RULES

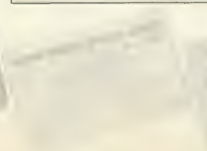










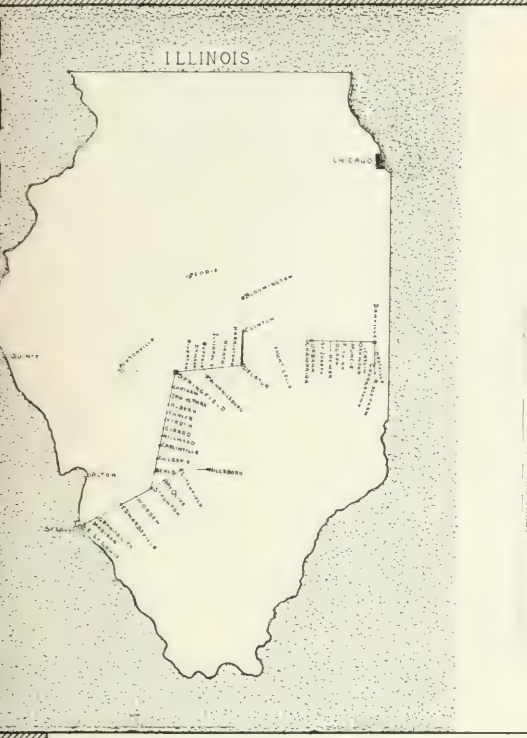


Illinois Terminal Railroad Company

Chicago, Bloomington & Decatur Railway.

TIME CARD NO. 2. IN EFFECT JAN. 4, 1906.

South Bound Trains—Read Down. North Bound Trains—Read Up.



FARES BETWEEN DANVILLE, URBANA AND CHAMPAIGN

STATIONS	Danville	Hillery	Mission Hill	Davis Road	Monroe	Watkins Road	Ogden	Fisco	Penn	Cottonwood	Urbana	Champaign
Danville		10	15	20	25	30	35	40	45	50	55	60
Hillery	10		10	15	20	25	30	35	40	45	50	55
Mission Hill	15	10		10	15	20	25	30	35	40	45	50
Davis Road	20	15	10		10	15	20	25	30	35	40	45
Monroe	25	20	15	10		10	15	20	25	30	35	40
Watkins Road	30	25	20	15	10		10	15	20	25	30	35
Ogden	35	30	25	20	15	10		10	15	20	25	30
Fisco	40	35	30	25	20	15	10		10	15	20	25
Penn	45	40	35	30	25	20	15	10		10	15	20
Cottonwood	50	45	40	35	30	25	20	15	10		10	15
Urbana	55	50	45	40	35	30	25	20	15	10		10
Champaign	60	55	50	45	40	35	30	25	20	15	10	

TARIFF RATE—Going west, read down; going east, read left to right.

FARES BETWEEN DECATUR AND SPRINGFIELD

STATIONS	Springfield	Starne	Miller's Crossing	Riverton	Hedrick	Dawson	Buffalo	Lanesville	Richardson	Illiopolis	Long Point	Niantic	Pinson	Harristown	Wyckles	Fairview Park	Decatur
Springfield		10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85
Starne	10		10	15	20	25	30	35	40	45	50	55	60	65	70	75	80
Miller's Crossing	15	10		10	15	20	25	30	35	40	45	50	55	60	65	70	75
Riverton	20	15	10		10	15	20	25	30	35	40	45	50	55	60	65	70
Hedrick	25	20	15	10		10	15	20	25	30	35	40	45	50	55	60	65
Dawson	30	25	20	15	10		10	15	20	25	30	35	40	45	50	55	60
Buffalo	35	30	25	20	15	10		10	15	20	25	30	35	40	45	50	55
Lanesville	40	35	30	25	20	15	10		10	15	20	25	30	35	40	45	50
Richardson	45	40	35	30	25	20	15	10		10	15	20	25	30	35	40	45
Illiopolis	50	45	40	35	30	25	20	15	10		10	15	20	25	30	35	40
Long Point	55	50	45	40	35	30	25	20	15	10		10	15	20	25	30	35
Niantic	60	55	50	45	40	35	30	25	20	15	10		10	15	20	25	30
Pinson	65	60	55	50	45	40	35	30	25	20	15	10		10	15	20	25
Harristown	70	65	60	55	50	45	40	35	30	25	20	15	10		10	15	20
Wyckles	75	70	65	60	55	50	45	40	35	30	25	20	15	10		10	15
Fairview Park	80	75	70	65	60	55	50	45	40	35	30	25	20	15	10		10
Decatur	85	80	75	70	65	60	55	50	45	40	35	30	25	20	15	10	

ROUND TRIP FARES

ONE WAY FARES



ILLINOIS TRACTION SYSTEM

TIME CARD NO

DUST DIRT SMOKE CINDERS

FEBRUARY 1st, 1906

DANVILLE CATLIN RIDGE FARM CHAMPAIGN DECATUR CLINTON SPRINGFIELD CARLINVILLE LITCHFIELD EDWARDSVILLE DIVISIONS

WM. B. McKINLEY, President, Champaign, Ill.

L. E. FISCHER Gen'l Mgr., Danville, Ill.

B. B. STEPHENS, Gen. Traffic Mgr., Springfield, Ill.

PHILLIPS BROS. PRINTERS, SPRINGFIELD, ILL.

Between Decatur and Springfield

DECATUR TO SPRINGFIELD	Loc'l Ex. Sun	Loc'l Daily	Loc'l Daily	Ltd'd Daily	Loc'l Daily	Ltd'd Daily	Loc'l Daily	Ltd'd Daily	Loc'l Daily	Ltd'd Daily	Loc'l Daily	Ltd'd Daily	Loc'l Daily	Ltd'd Daily	Loc'l Daily	Loc'l Daily	Loc'l Daily	Loc'l Daily	Fast Ex. Daily Ex. Sun
STATIONS	No. 1	No. 3	No. 5	No. 7	No. 9	No. 11	No. 13	No. 15	No. 17	No. 19	No. 21	No. 23	No. 25	No. 27	No. 29	No. 31	No. 33	No. 35	No. 37
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M
Lv. Decatur	5 00	6 00	7 00	9 00	9 06	10 06	11 06	12 06	1 06	2 06	3 00	4 00	5 06	6 00	7 00	8 00	9 00	11 00	11 10
2 Lv. Harristown	5 06	6 06	7 06	8 06f	9 06	10 06f	11 06	12 06f	1 06	2 06f	3 06	4 06f	5 06	6 06f	7 06	8 06	9 06	11 06	11 07
3 Lv. Dreamland Park	5 12	6 12	7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 09	4 09	5 09	6 09	7 09	8 09	9 09	11 08	11 21
5 Lv. Wyckles	5 15	6 15	7 15	8 15f	9 15	10 15f	11 15	12 15f	1 15	2 15f	3 16	4 12f	5 16	6 12f	7 16	8 13	9 15	11 13	11 26
6 Lv. Harristown	5 21	6 20	7 21	8 18a	9 20	10 18a	11 20	12 18a	1 21	2 18a	3 23	4 18a	5 23	6 18a	7 23	8 19	9 21	11 19	11 36
8 Lv. Niantic	5 32	6 32	7 34	8 29a	9 34	10 29a	11 34	12 29a	1 34	2 27a	3 34	4 27a	5 34	6 27a	7 34	8 33	9 27	11 27	12 00
9 Lv. Illiopolis	5 43	6 42	7 44	8 38a	9 44	10 38a	11 44	12 38a	1 44	2 36a	3 44	4 36a	5 44	6 36a	7 44	8 36	9 36	11 36	12 15
11 Lv. Enterprise	5 54	6 54	8 00	8 48a	10 00	10 48a	12 00	12 48a	2 00	2 46a	4 00	4 46a	6 00	6 46a	8 00	8 46	9 46	11 46	12 47
12 Lv. Deer Farm	5 59	6 59	8 05	8 54f	10 05	10 54f	12 05	12 54f	2 05	2 51f	4 03	4 51f	6 03	6 51f	8 03	8 49	9 49	11 49	12 50
14 Lv. Mechanicsburg Jct	6 05	7 05	8 11	9 00	10 11	11 00	12 11	1 00	2 11	2 57a	4 06	4 51a	6 06	6 51a	8 06	8 51	9 51	11 51	12 52
15 Lv. Buffalo	6 08	7 08	8 14	9 03	10 14	11 03	12 14	1 03	2 14	3 00a	4 10	4 54a	6 10	6 54a	8 10	8 54	9 54	11 54	12 55
16 Lv. Dawson	6 10	7 10	8 16	9 05	10 17	11 05	12 17	1 05	2 17	3 03a	4 17	4 59a	6 17	6 59a	8 17	8 59	9 59	11 59	1 00
18 Lv. Hedrick	6 18	7 22	8 24	9 13	10 24	11 13	12 24	1 13	2 24	3 09a	4 30	5 06a	6 30	7 06a	8 30	9 06	10 06	12 06	1 07
20 Lv. Starne	6 29	7 33	8 38	9 26f	10 38	11 26f	12 38	1 26f	2 38	3 16f	4 48	5 16f	6 48	7 16f	8 48	9 16	10 16	12 16	1 24
21 Ar. Springfield	6 45	7 45	8 50	9 40	10 50	11 40	12 50	1 40	2 50	3 30	5 00	5 30	7 00	7 30	9 00	9 30	10 30	12 30	1 40
	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M

SPRINGFIELD TO DECATUR	No. 2	No. 4	No. 6	No. 8	No. 10	No. 12	No. 14	No. 16	No. 18	No. 20	No. 22	No. 24	No. 26	No. 28	No. 30	No. 32	No. 34	No. 36	No. 38
	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M
Lv. Springfield	5 00	6 00	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	11 00	12 00
2 Lv. Starne	5 11	6 11	7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 12	4 12	5 16	6 12f	7 16	8 12	9 12	11 12	12 12
4 Lv. Riverton	5 25	6 22	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 26	4 26	5 30	6 26a	7 30	8 26	9 26	11 26	12 26
5 Lv. Hedrick	5 29	6 26	7 29	8 29	9 29	10 29	11 29	12 29	1 29	2 29	3 30	4 30	5 34	6 30a	7 34	8 30	9 30	11 30	12 30
6 Lv. Buffalo	5 39	6 36	7 39	8 39	9 39	10 39	11 39	12 39	1 39	2 39	3 45	4 45	5 49	6 45a	7 49	8 45	9 45	11 45	12 45
8 Lv. Dawson	5 45	6 42	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 51	4 51	5 55	6 51a	7 55	8 51	9 51	11 51	12 51
9 Lv. Lanesville	5 48	6 45	7 48	8 48	9 48	10 48	11 48	12 48	1 48	2 48	3 54	4 54	5 58	6 54a	7 58	8 54	9 54	11 54	12 54
10 Lv. Richardson	5 51	6 48	7 51	8 51	9 51	10 51	11 51	12 51	1 51	2 51	3 57	4 57	6 01	6 57a	8 01	8 57	9 57	11 57	12 57
11 Lv. Illiopolis	5 56	6 53	7 56	8 56	9 56	10 56	11 56	12 56	1 56	2 56	4 02	5 02	6 06	7 02a	8 06	9 02	10 02	12 02	1 02
12 Lv. Long Point	6 00	6 57	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 06	5 06	6 10	7 06a	8 10	9 06	10 06	12 06	1 06
13 Lv. Niantic	6 05	7 02	8 05	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 11	5 11	6 15	7 11a	8 15	9 11	10 11	12 11	1 11
14 Lv. Pinson	6 11	7 08	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 17	5 17	6 21	7 17a	8 21	9 17	10 17	12 17	1 17
15 Lv. Harristown	6 21	7 18	8 21	9 21	10 21	11 21	12 21	1 21	2 21	3 21	4 27	5 27	6 31	7 27a	8 31	9 27	10 27	12 27	1 27
16 Lv. Wyckles	6 26	7 23	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 32	5 32	6 36	7 32a	8 36	9 32	10 32	12 32	1 32
17 Lv. Dreamland Park	6 30	7 27	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 36	5 36	6 40	7 36a	8 40	9 36	10 36	12 36	1 36
18 Lv. Fairview Park	6 37	7 34	8 37	9 37	10 37	11 37	12 37	1 37	2 37	3 37	4 43	5 43	6 47	7 43a	8 47	9 43	10 43	12 43	1 43
20 Ar. Decatur	6 45	7 45	8 50	9 45	10 45	11 45	12 50	1 45	2 50	3 45	4 50	5 50	6 55	7 50a	8 55	9 50	10 50	12 50	1 50
	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M

MECHANICSBURG DIVISION.

ALL DAILY

	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Lv. Mechanicsb'g Jct	6 55	8 06	8 06	8 51	10 06	10 51	12 06	12 51	2 06	2 51	4 06	4 51	6 06	6 51	8 06	8 51	9 51	11 51	
Lv. Harney	7 00	8 10	8 10	8 55	10 10	10 55	12 10	12 55	2 10	2 55	4 10	4 55	6 10	6 55	8 10	8 55	9 55	11 55	
Ar. Mechanicsburg	7 05	8 15	8 15	9 00	10 15	11 00	12 15	1 00	2 15	3 00	4 15	5 00	6 15	7 00	8 15	9 00	10 00	12 00	
	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	

	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Lv. Mechanicsburg	6 27	7 33	8 33	9 33	10 33	11 33	12 33	1 33	2 33	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33	12 33	
Lv. Mechanicsb'g Mine	6 31	7 37	7 37	9 37	10 37	11 37	12 37	1 37	2 37	3 37	4 37	5 37	6 37	7 37	8 37	9 37	10 37	12 37	
Lv. Harney	6 36	7 41	7 41	9 41	10 41	11 41	12 41	1 41	2 41	3 41	4 41	5 41	6 41	7 41	8 41	9 41	10 41	12 41	
Ar. Mechanicsb'g Jct	6 39	7 45	7 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	12 45	
	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

ST. LOUIS NORTHEASTERN RAILWAY.

BETWEEN CHAMPAIGN AND DANVILLE

West Bound Cars Read Down

East Bound Cars Read Up

DANVILLE
CHAMPAIGN
DIVISIONS

STATIONS

SOUTH BOUND.

NORTH BOUND.

HOMER
DIVISION

CATLIN DIVISION

GEORGETOWN DIVISION

9 P M Cars leaving Danville and Champaign are held for Wabash and Illinois Central connections from East and North, until 9.15 P M

St. Louis & Springfield Railway Company.

Passenger Tariff No. 3.

EFFECTIVE NOV. 20, 1908.

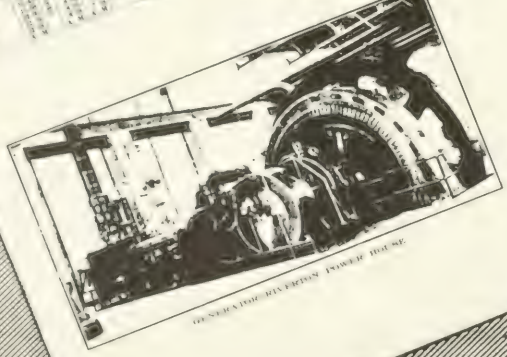
Upper Figures One Way. Lower Figures Round-Trip.

STATIONS

St. Louis and Springfield Railway.

South Bound Cars

North Bound Cars



CHICAGO, BLOOMINGTON & DECATUR RAILWAY CO.

Passenger Tariff No. 1

The Express Rate used on the Lines of the Illinois Traction System, for Shipments on their Express Cars, are based on the Illinois Railroad and Warehouse Commission Classification and Distance Tariff.

Information can be obtained from any of the Company.

The aim of the Company is to give Service at Freight Rates, with the amount of annoyance to Shippers stress from Loss, Damage and

Illinois Valley Lines

Illinois Valley Traction Co.
Dec. 27, 1901
(Ottawa - Utica - Ladd line)

Ottawa Marseilles & Morris River R. R. Co.
(Purchased in 1904)
E. Ottawa - Marseilles line

Illinois Valley Railway Co.
July 1, 1904

Marquette-Princeton
Marseilles-Seneca
Opened 1905-1906

ILLINI TRAIL

CHICAGO OTTAWA & PEORIA RAILWAY CO.
Incorporated April 19, 1907
Leased Illinois Valley Ry. Co. June 1, 1907
and purchased it on April 15, 1908.

BD&CRR
DU&CRy
StLS&PRR
ICTCo

Controlled by
WESTERN RAILWAYS & LIGHT CO.
Incorporated March 1907
Acquired by Ill. Tract. Co. 1913-16

Peoria Streator & Ottawa Ry. Co.
Incorporated in 1906
CO&PRy in 1908 purchased the
right-of-way and some material.
(Ottawa - Streator line)

Marquette Spring Valley & Northwestern R. R. Co.
(Marquette-Spring Valley line)
Purchased June 15, 1907
Opened June 15, 1907

Seneca-Morris
Ottawa-Streator
Opened 1909

Morris-Joliet
Opened 1911-1912

Control transferred to
ILLINOIS TRACTION, INC.
Controlled in turn by the
ILLINOIS POWER & LIGHT CO.
Both inc. May 23, 1923,
operated as
ILLINOIS TRACTION SYSTEM
Illinois Valley Division

ITS
Main Divn.

Abandoned
Spring Valley-Ladd
1924

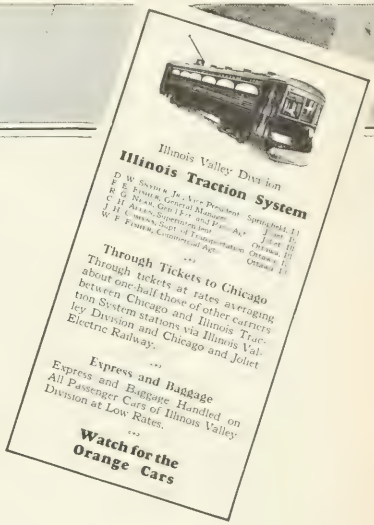
Abandoned
Ottawa-Streator
Jan. 9, 1929

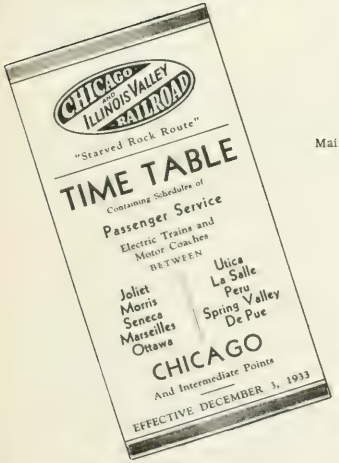
Abandoned
DePue-Princeton
July 8, 1929

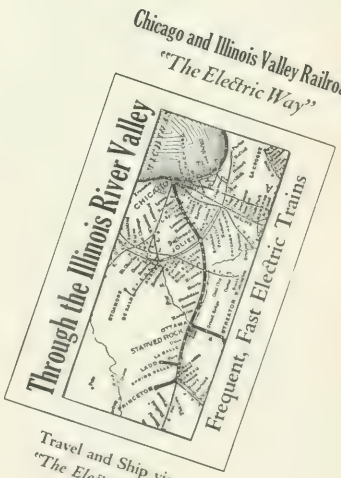
CHICAGO & ILLINOIS VALLEY R. R.
Inc. Sept. 29, 1929

Ottawa Belt Line
(Partly joint with
CB&Q - CRI&P)
Opened 1930

Abandoned
Joliet-DePue
May 13, 1934





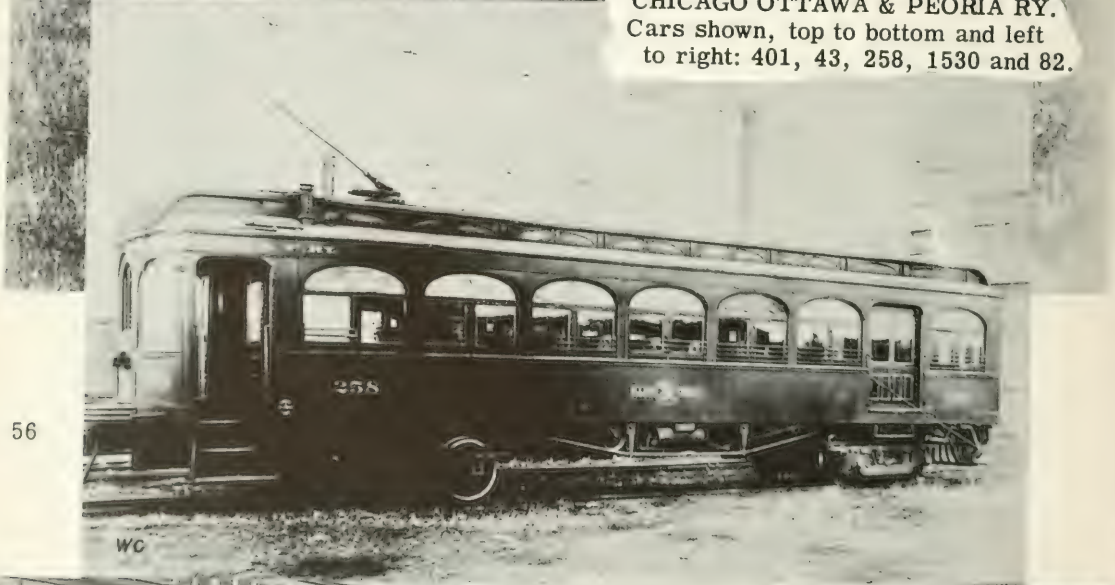








SCENES ON THE
CHICAGO OTTAWA & PEORIA RY.
Cars shown, top to bottom and left to right: 401, 43, 258, 1530 and 82.









Illinois Valley Division equipment ranged from the massive 260s and 1052 type box motor to the neat, arch window light weight 60s and the typical steel double-truck city cars like 111.







Other Railway Properties in Illinois



Champaign & Decatur Ry. & Lt. Co.

ILLINOIS TRACTION COMPANY
Organized 1904

WESTERN RAILWAYS & LIGHT Co. Inc. March 1907
Acquired by Illinois Traction Company Oct. 15

ILLINOIS POWER and LIGHT CORP. Incorporated May 23, 1923

Abandoned about 1928

Street cars discontinued in Peoria on 1936

Illinois Iowa Power Co. May 1, 1937

Illinois Power Co. Nov. 1, 1943

Peoria Transportation Co. Sept. 27, 1946
Street cars discontinued Oct. 3, 1946

Properties in other states and main and Illinois Valley interurban systems

Jacksonville Ry. & Lt. Co. street cars discontinued in 1935

Service suspended a/c receivership Oct. 20, 1923

Kewanee Public Service - Kewanee & Galva Ry. resumed service Nov. 29, 1924

Interurban abandoned Dec. 31, 1932, city lines Feb. 1936

Knoxville interurban abandoned about 1925

Galesburg streetcars discontinued May 1, 1931

Car street cars discontinued in 1933







OTTAWA

The Ottawa streetcars were first trolleys in Illinois beating Peoria in 1889 by a few months.

South Ottawa on route used by I. T. Streator Division.







PEORIA in the old days





PEORIA PROGRESSES (From the top)

146 - former Danville car.
East Peoria tripper line-up in 1929.

116 - early single-trucker
Open car loaned its truck to a closed body during winter.

272 - also used in Galesburg.
An 800 on interurban trackage, E. Peoria.

North Adams Street barn lineup.

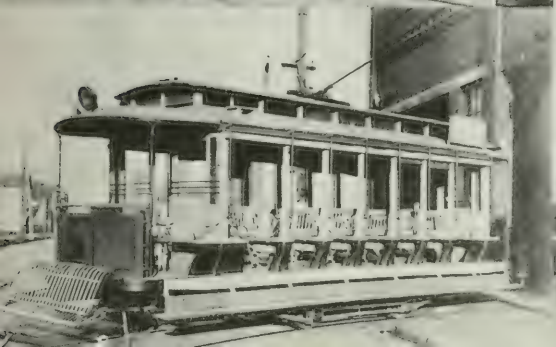
Trucks of this massive double-trucker, #106, fairly burst its sides.







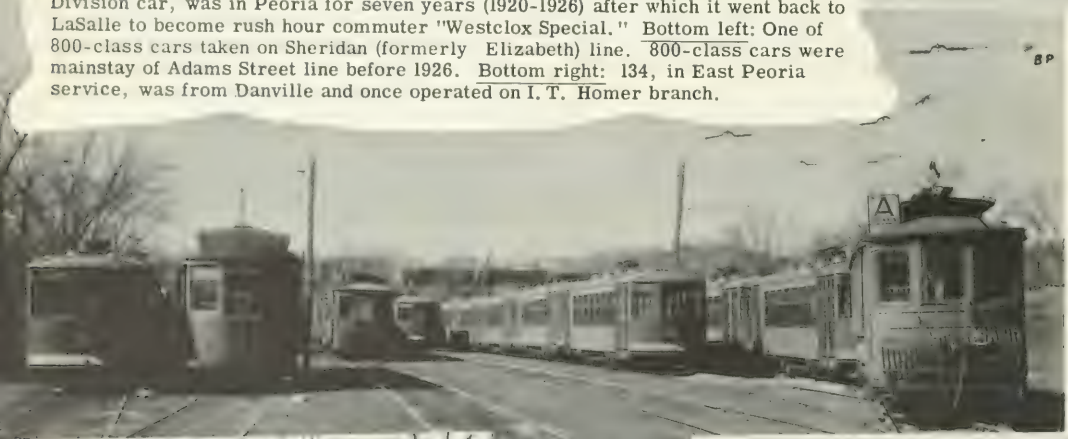








Top: In pre-Birney days cars like 235 were the backbone of Peoria transportation on all but a few double truck lines. Center: Photo taken about 1924 when Peoria reduced carbarns from four to one. Old street railway-owned Central Park was converted to a car storage yard after Birneys arrived. Car 56, near left, I. V. Division car, was in Peoria for seven years (1920-1926) after which it went back to LaSalle to become rush hour commuter "Westclox Special." Bottom left: One of 800-class cars taken on Sheridan (formerly Elizabeth) line. 800-class cars were mainstay of Adams Street line before 1926. Bottom right: 134, in East Peoria service, was from Danville and once operated on I. T. Homer branch.







Court house square in Peoria was once a center of city and interurban operations.

Most modern Peoria double-truckers came in two versions: those with maximum traction trucks also had four motors.

350-364 were 4-motor cars built in 1918. The series was expanded to 360-367 with the addition of I.T. 360-362 renumbered in 1934.











457 - Hurlburt line
462 - End of Knoxville line

352 - Junction Heights with Knoxville line
306 - At bus garage on Main Street.

429 - Garden line
462 - At Union Depot

364 - End of Heights line

363 - Country Club (Heights) line.



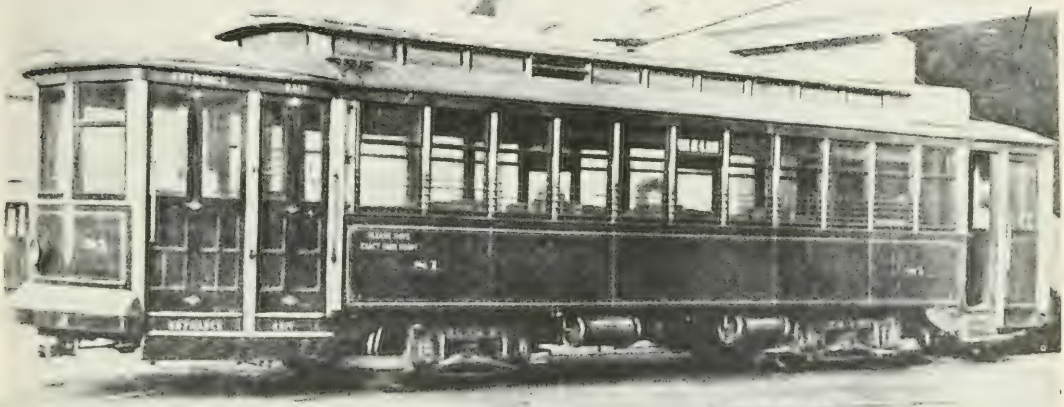






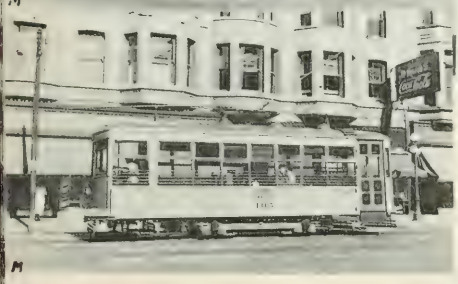












BLOOMINGTON

Above: 81 was one of three double truck cars which later were used on I. T. Danville suburban becoming 401-403.

Left: 55 was one of three double truck open cars, probably the only ones on the I. T. system.

Bloomington had relatively few abandonments until whole system was discontinued in 1936.





DECATUR

The "TRANSFER HOUSE" was the heart of the city lines in Decatur, all street and interurban cars passing here. The interurban station was originally one block south, but later it was moved to a point a mile or more away on the new belt line. Decaturs cars, including the birneys, altho double-ended had only a single trolley pole.







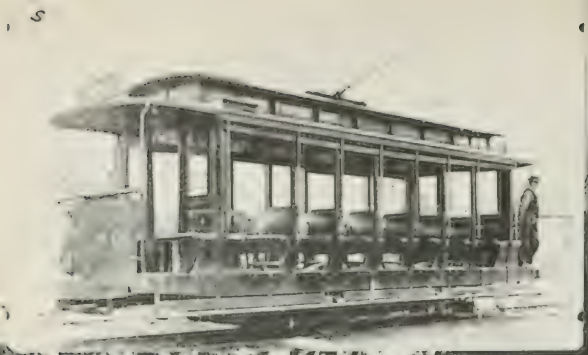





31
31


47
47
ENTRANCE
EXIT


664







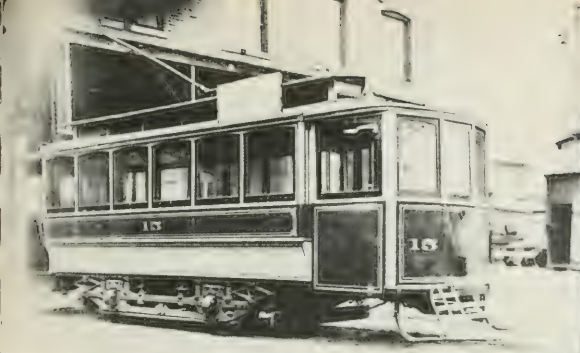
Champaign-Urbana lines would probably have been bussed in the early '30s had it not been for ITS interurban usage of one route thru the University of Illinois campus.



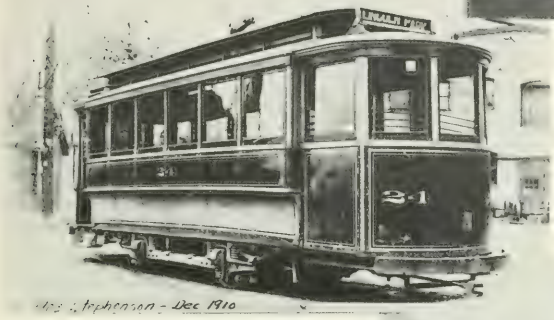










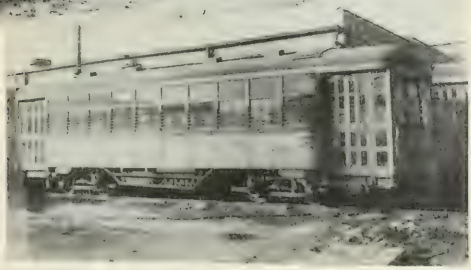


The Danville lines died away in 1936. 102 above is shown at Soldier's Home. This was the terminal of the last remaining line, altho of course all the quaint old-timers had given way to birneys by this time.



Former LVT 100 Class → DANVILLE







Double-trucker 800 (above) moved to Decatur after its Danville career ended.

Interurban Time Table No. 10
In Effect June 1, 1919

Galesburg & Kewanee Electric Railway Co.

Office Main and 153d Sts. - Kewanee, Ill.

R. H. HAYWARD, General Manager

Kewanee Power and Ticket Offices
KEWANEE—Core Main and Third Sts
GALVA—Hotel Best









Special Cars Furnished
Prices on Application

Fast Freight Service
From Peoria and Tri-Cities
via Rock Island and
Kewanee and Galva

We Welcome
Your Constructive
Criticisms

There is no Substitute for the
Electric Way

Kewanee & Galva Railway Company

TIME TABLE
Effective September 20, 1925

PASSENGER AND FREIGHT SERVICE

Ride the Electric Way and Save
the Difference





In its later days the Kewanee-Galva system was under I. T. S. domination.

All photos RP unless otherwise credited.

INTERURBAN TIME TABLE KEWANEE TO GALVA

GALVA TO KEWANEE

Stations, Kewanee to Galva: KEWANEE Lv., Vail's Crossing, Page Street, Midland, Mortenson's Crossing, GALVA, Ar.

Stations, Galva to Kewanee: GALVA, Lv., Mortenson's Crossing, Midland, Page Street, Vail's Crossing, KEWANEE, Ar.

† Runs daily, except Sunday.

FARE LIMIT STATIONS ARE AS FOLLOWS:

TICKET FARE

BAGGAGE

FREIGHT SERVICE

LEAVE KEWANEE	ARRIVE GALVA	LEAVE GALVA	ARRIVE KEWANEE
*5:43 a. m.	*6:13 a. m.	*6:18 a. m.	*6:48 a. m.
*6:48 a. m.	*7:18 a. m.	*7:18 a. m.	*7:48 a. m.
7:48 a. m.	8:18 a. m.	8:30 a. m.	9:00 a. m.
9:00 a. m.	9:30 a. m.	9:30 a. m.	10:00 a. m.
10:00 a. m.	10:30 a. m.	10:30 a. m.	11:00 a. m.
11:00 a. m.	11:30 a. m.	11:30 a. m.	12.00 a. m.
†12:05 p. m.	†12:33 p. m.	†12:33 p. m.	†1:00 p. m.
1:00 p. m.	1:30 p. m.	1:30 p. m.	2:00 p. m.
2:00 p. m.	2:30 p. m.	2:30 p. m.	3:00 p. m.
3:00 p. m.	3:30 p. m.	3:30 p. m.	4:00 p. m.
4:12 p. m.	4:42 p. m.	4:42 p. m.	5:12 p. m.
5:12 p. m.	5:42 p. m.	5:42 p. m.	6:12 p. m.
6:12 p. m.	6:42 p. m.	6:42 p. m.	7:12 p. m.
7:12 p. m.	7:42 p. m.	7:42 p. m.	8:12 p. m.
8:12 p. m.	8:42 p. m.	8:52 p. m.	9:24 p. m.
10:00 p. m.	10:30 p. m.	10:30 p. m.	11:00 p. m.
§11:00 p. m.	§11:30 p. m.	§11:30 p. m.	§12:00 p. m.

*Daily except Sunday.
†Saturday only.
§Saturday and Sunday only.
2M 2-27

ROCK ISLAND CONNECTIONS AT GALVA

To Peoria—8:28 a. m. and 6:23 p. m
To Rock Island—9:53 a. m. and 8:20 p. m.











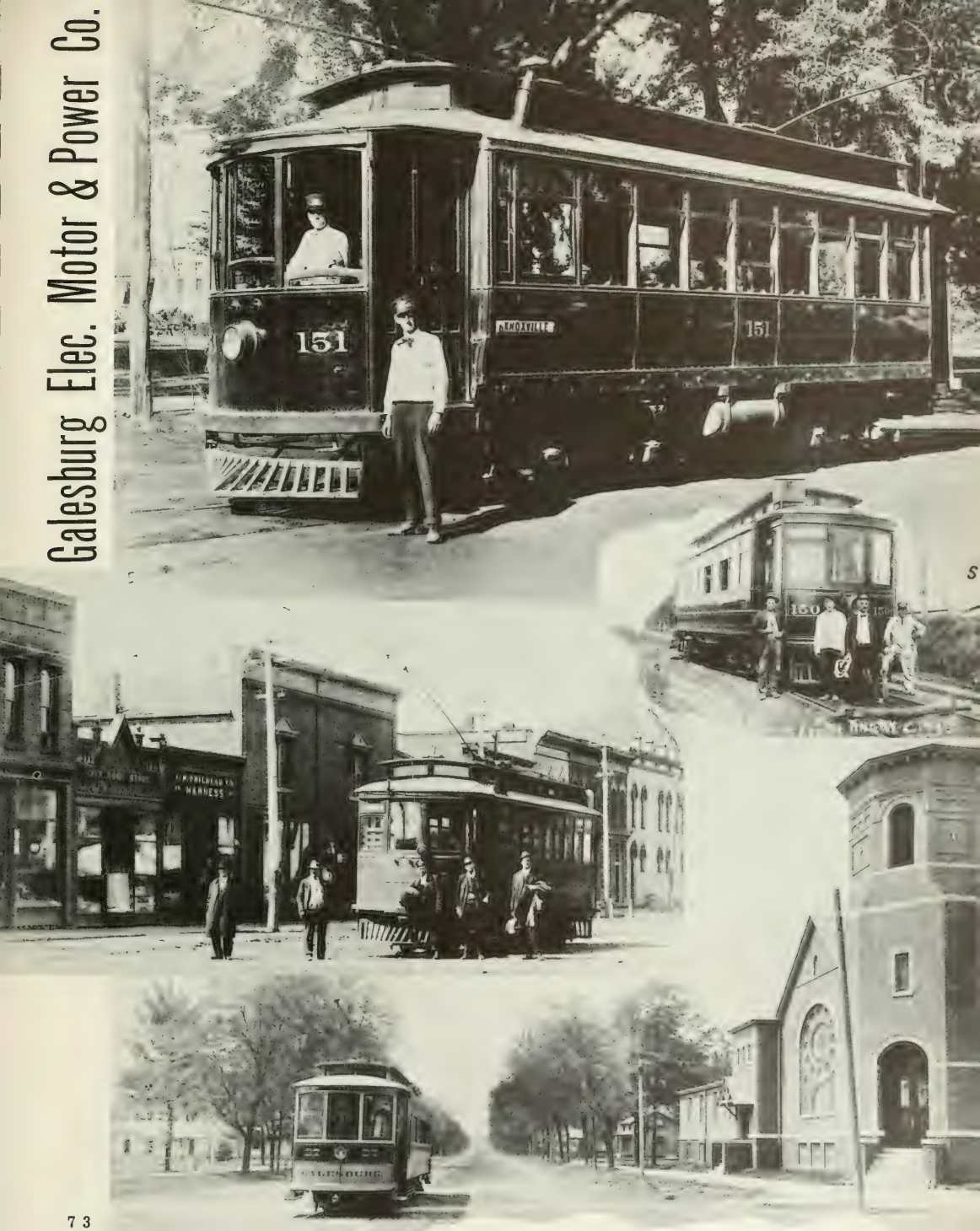




PEOPLE'S TRACTION COMPANY
(Galesburg)

The snow scene was at Cherry Grove school, southwest of Galesburg, in 1914. Other scenes show interurbans in Galesburg streets.

Galesburg Elec. Motor & Power Co.



Interurban scenes in Knoxville, home of Knox College, located about seven miles east of Galesburg, Illinois.







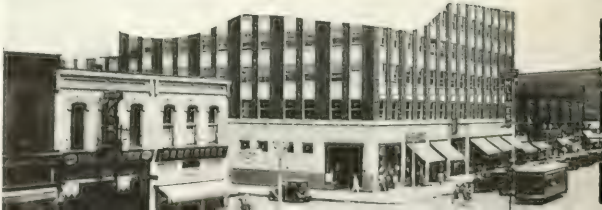






Galesburg E. M. & P. Co







S



S





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QUINCY

With its track gage of 5'-0", Quincy had the only off-gage street car system in Illinois. As on almost all the others, Birneys were used at the end.
(All photos credit S)



S



D, B



Above: 52-34-200-45 of Cairo system.

Below: 23-?-33-32 of Jacksonville.





OUT-OF-STATE RAILWAY PROPERTIES

Topeka City Railway Co.
Topeka Rapid Transit Co.
The Topeka Railway Co.
Inc. May 1, 1892
Absorbed Topeka & Vinewood Park Ry. Co. during 1903
Sold to Illinois Traction Co. Mar. 1910

Oskaloosa & Buxton Electric Ry. Co.
Oskaloosa Traction & Light Co.
Inc. 1902

Jefferson City (Mo.) Bridge & Transit Co.

Atchison Ry. El. Lt. & Pwr. Co.
Atchison Ry. Lt. & Pwr. Co.
Chartered in July 1895
Acqd by Westn. Ry. & Lt. 1910

Nebraska Traction & Power Co.
Incorporated Sept. 26, 1908
Omaha-S. Omaha line opened May 19, 1909
S. Omaha-Papillion line opened Oct. 1, 1911
Omaha & Lincoln Railway & Lt. Co.

Main interurban system and other railway properties in Illinois

Wichita R. R. & Light Co.
Chartered Apr. 1, 1900

Controlled by
WESTERN RAILWAYS & LIGHT CO.
Incorporated March 1907
Acquired by Ill. Tract. Co. 1913-16

ILLINOIS TRACTION COMPANY
Organized May 1904

ILLINOIS POWER & LIGHT CORP.
Incorporated May 23, 1923

Missouri Power & Light Co.
Organized in 1924
Car lines abandoned 19??

Car lines abandoned 19??

Kansas Power & Light Co.
Organized 1924
Acq'd Topeka car lines 1927
Topeka lines abandoned July 17, 1937

Car lines abandoned 19??

Iowa Power & Light Co.
Organized in 1924
Car lines abandoned 19??

Car lines abandoned 19??

Main interurban system and other railway properties in Illinois







TOP

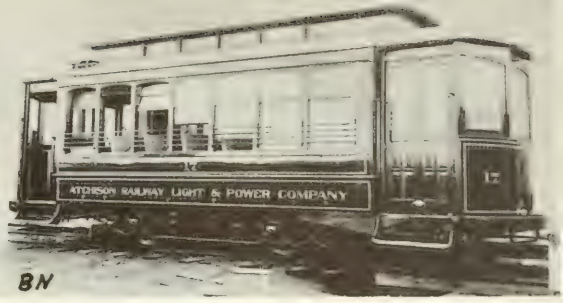
Nebraska Traction & Power Co., which became Omaha & Lincoln Railway & Light Company under I. T. control, connected Omaha, South Omaha, Ralston and Papillion, a distance of 13.8 miles.

OSKALOOSA, IOWA

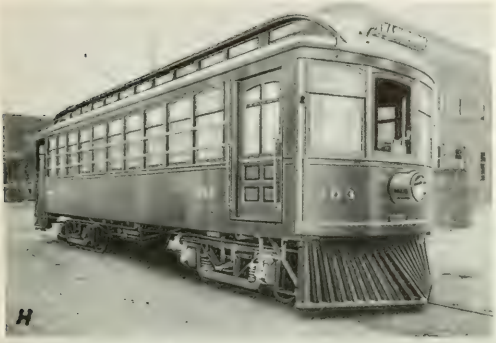
Center Left: City cars and Buxton interurban in parade of small town service peak.
Center Right: High Avenue East
Right: Tiny birney with two-windowed front end.







ABOVE: Atchison, Kansas, city operation.
BELOW: Topeka, Kansas, city lines. Car 203, a medium-weight interurban type was built for a projected line that would have connected via Kansas City Kaw Valley & Western R. R. for "K-C". The line was never built but the car was used in city service for peaks and special occasions, such as picnics.













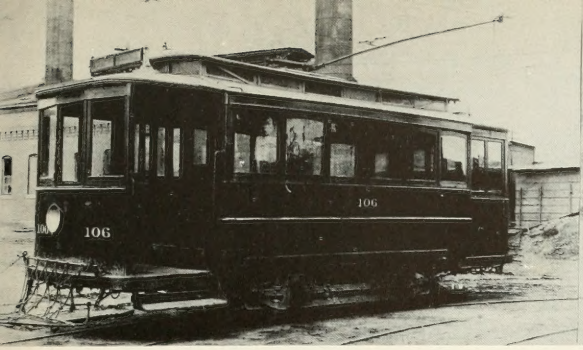
The Topeka Railway

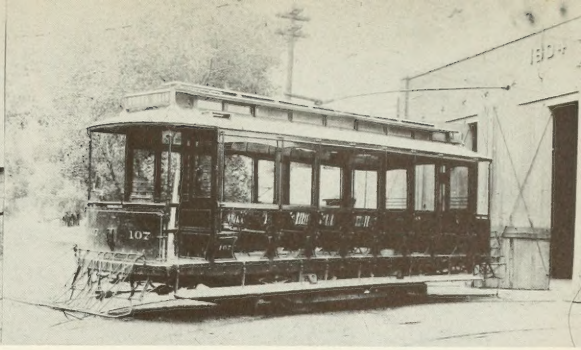






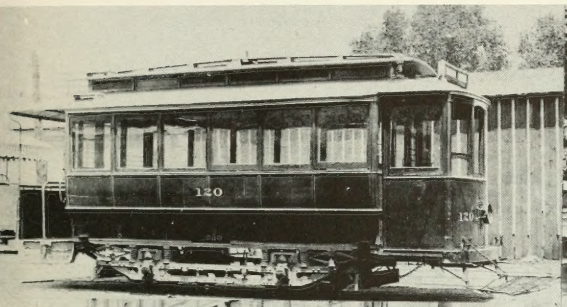
All photos, credit H.

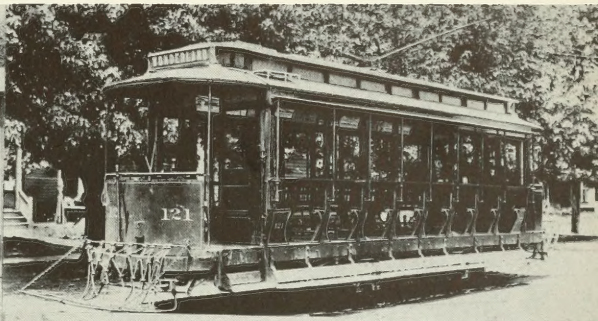


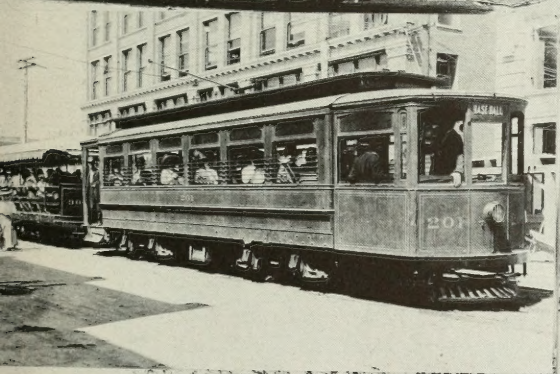


WICHITA, Kansas

All photos, credit S.

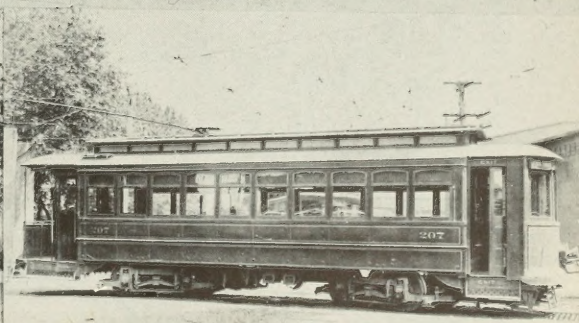


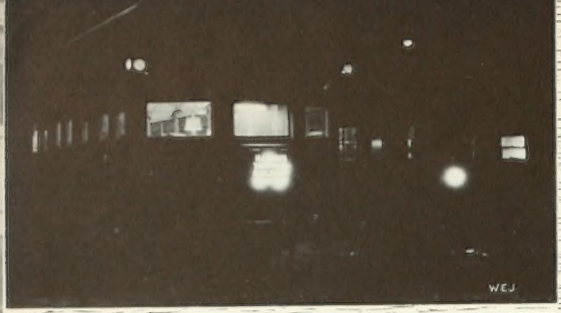












In the interests of saving space thruout this publication, credits are indicated by symbols whose explanations are consolidated here. Basic acknowledgment is obviously due the subject railway: Illinois Terminal Railroad Company, and its managers and employes, past and present, who have made this whole fascinating study possible.

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ED Ewing Dale	CM C. B. McAuliff
D The Decatur Herald	M R. V. Mehlenbeck
TD Tom Desnoyers	RM R. Merriman
GE General Electric Co.	B. J. Misek
G Grassel Studio	BM Barney Neuburger
H Ray Hilner	BN L. O. Norman
CH Charles B. Howard	LN Louis Potter
IP Illinois Power Co.	LP Bert Powers Studio
RI R. Irwin	BP Rev. R. Prendergast
GI George K. Isaacs	RP Paul Stringham
J William C. Janssen	S Donald H. Walker
	DW

Directors of CERA:
(Terms expiring 1954)
Alan W. Simms, Chairman (Retiring)
William C. Janssen (Retiring)
(Terms expiring 1955)
Theo. A. Kawol
Raymond De Groote, Chairman (Incoming)
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Truman Hefner (incoming)
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Central Electric Railfans' Association
P. O. Box 503, Chicago 90, Illinois.

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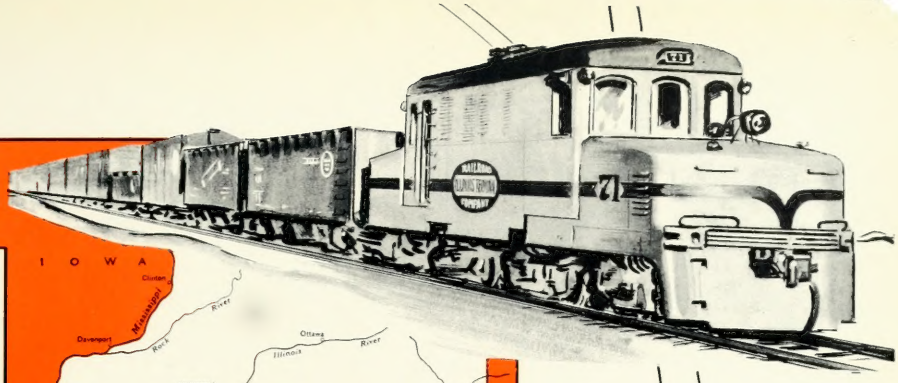
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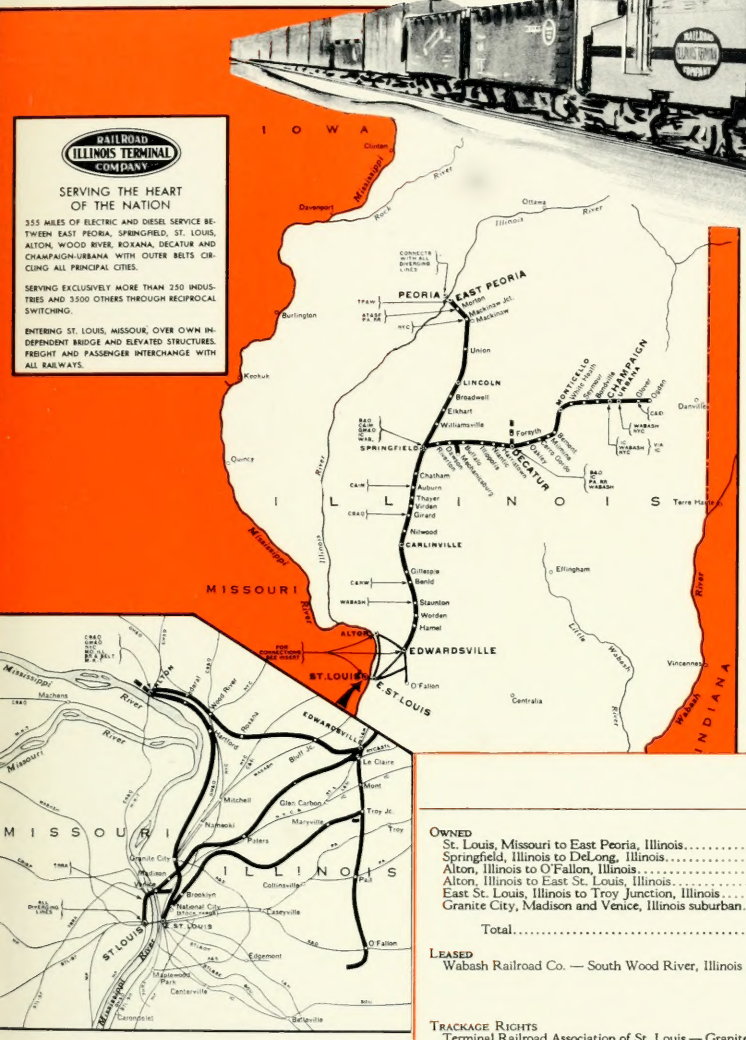
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ILLINOIS TERMINAL
COMPANY

SERVING THE HEART
OF THE NATION

355 MILES OF ELECTRIC AND DIESEL SERVICE BETWEEN EAST PEORIA, SPRINGFIELD, ST. LOUIS, ALTON, WOOD RIVER, ROXANA, DECATUR AND CHAMPAIGN-URBANA WITH OUTER BELTS CIRCLING ALL PRINCIPAL CITIES.

SERVING EXCLUSIVELY MORE THAN 250 INDUSTRIES AND 3500 OTHERS THROUGH RECIPROCAL SWITCHING.

ENTERING ST. LOUIS, MISSOURI, OVER OWN INDEPENDENT BRIDGE AND ELEVATED STRUCTURES. FREIGHT AND PASSENGER INTERCHANGE WITH ALL RAILWAYS.



ILLINOIS TERMINAL OF TODAY

Map and statistics
extracted from
1953 annual report.

	Miles of Track
RAIL	
Weight Per Yard	
Under 70 pounds	29
70 pounds	37.40
75-85 pounds	8.74
90 pounds	275.83
100 pounds and over	34.52
Total	356.78
BALLAST	
Kind	
Rock	17
Crushed slag	29
Gravel	141
Cinders, chats, etc.	170
Total	357

	First Main	Second Main	Yards and Sidings	Total
OWNED				
St. Louis, Missouri to East Peoria, Illinois	170.50	3.97	50.14	224.61
Springfield, Illinois to DeLong, Illinois	100.50	1.48	41.71	143.69
Alton, Illinois to O'Fallon, Illinois	30.40	.42	47.63	78.45
Alton, Illinois to East St. Louis, Illinois	21.74		27.90	49.64
East St. Louis, Illinois to Troy Junction, Illinois	16.63		16.21	32.84
Granite City, Madison and Venice, Illinois suburban	5.21	2.75	3.00	10.96
Total	344.98	8.62	186.59	540.19
LEASED				
Wabash Railroad Co. — South Wood River, Illinois to Wanda, Illinois	3.18			3.18
TRACKAGE RIGHTS				
Terminal Railroad Association of St. Louis — Granite City, Illinois	.57			.57
Litchfield & Madison Ry. Co. — Madison, Illinois	.25			.25
Illinois Central Railroad — Champaign, Illinois	3.10			3.10
Wabash Railroad Co. — Urbana, Illinois	2.51		21	2.72
Chicago, Burlington & Quincy R. R. Co. — St. Louis, Missouri			.80	.80
Total	6.43		1.01	7.44
Grand Total	354.59	8.62	187.60	550.81
CHANGES DURING YEAR	-92.21	-.43	10.89	-81.75
OPERATED MILEAGE BY STATES				
Illinois	351.87	6.08	178.52	536.47
Missouri	2.72	2.54	9.08	14.34
Total	354.59	8.62	187.60	550.81



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